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The Hongkong Telegraph

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WEATHER FORECAST
OVERCAST
Barometer 29.65

September 5, 1916. Temperature 6 a.m. 80 2 p.m. 87
Humidity 94 73

September 5, 1915. Temperature 6 a.m. 81 2 p.m. 81
Humidity 95 88

7449 日八初月八

TUESDAY, SEPTEMBER 5, 1916.

二拜禮 號五月九英港香 SINGLE COPY 10 CENTS
\$30 PER ANNUM

TELEGRAMS.

CONDENSED.

ANOTHER ZEPPELIN IS BELIEVED TO BE SEVERELY DAMAGED.
BELGIUM ADHERES TO THE ECONOMIC CONFERENCE RESOLUTIONS.
NAVAL AEROPLANES BOMBED SHIPBUILDING YARDS AT HOBOKEN.
A LARGE AIR SQUADRON BOMBED AN ENEMY AERODROME AT GISTELLES.
THE FRENCH LINES NORTH AND SOUTH OF THE SOMME ARE NOW LEVEL.
POSSESSION OF CLERY GIVES FRENCH THE KEY TO PERONNE REGION.
A GREAT ALLIED OFFENSIVE ON ALL FRONTS IS THOUGHT IMMINENT.
THE GERMANS HAVE NOT COUNTER-ATTACKED NEW FRENCH POSITIONS.
BRITISH CAPTURED DEFENCES ON 3,000 YD. FRONT BY 800 YDS. DEEP.
THE BRITISH RETAIN PART OF THE VILLAGE OF GINCHY DESPITE ATTACKS.
ALREADY 800 PRISONERS HAVE BEEN BROUGHT IN ON THE BRITISH FRONT.
SERBIANS EASILY REPULSED BULGARIAN ATTACK WEST OF LAKE OSTROVO.
DAR-ES-SALAAM, IN GERMAN EAST AFRICA, HAS SURRENDERED.
THE RUSSIANS HAVE CAPTURED 80 MORE OFFICERS AND 2,641 MEN.
THE RUSSIANS ARE ADVANCING TOWARDS THE HUNGARIAN FRONTIER.
IN FOUR DAYS GENERAL BRUSILOFF TOOK 19,405 OFFICERS AND MEN.

[All telegrams appearing in large type are the latest, having been received during the course of the day. Those in small type have come through over-night.]

THE RAID ON LONDON.

An Unforgettable Experience.

[Reuter's Service to The "Telegraph."]

September 4, 12.00 p.m.
London's experience last night was unforgettable, though it was all over in twenty minutes.

The approach of the raiders was heralded by a methodical searching of the skies by searchlights; then there was a thunder-like boom, and the solitary raider was shortly picked up, followed by the outburst of guns far and near.

The Zeppelin dashed for shelter in the nearest cloud, and in a few moments came a dramatic climax. The whole of London seemed bathed in the light of a brilliant five-second sunset. Every steeple, chimney and telegraph pole stood out clearly for a moment; then there was inky darkness.

An eye-witness in the immediate vicinity gives a graphic account of what took place. He says the Zeppelin dropped, nose downwards, with an appalling crash. The heat was tremendous, and after the flare of gas the wreckage burned fiercely for an hour and a half amid a continuous popping of machine-gun cartridges.

Bystanders were deluged with wreckage and water as they started to search for bodies. The first was discovered lying beside a jammed machine-gun, a piece of gold lace clinging to it. A ghastly broiled piece of human flesh represented the remains of the Commander. All pieces of bodies, heads, trunks and limbs were carefully collected and heaped in the corner of a field, being covered with tarpaulin.

There were extraordinary scenes at King's Cross and other stations in the afternoon, thousands besieging the trains leaving for Enfield. Many were left behind. The northern roads presented an uncounted spectacle with their mile-long processions of vehicles, but little was seen, as most of the wreckage had been previously removed.

Photographs show that the heavy parts of the machinery had to be dug out of the ground.
The flare was seen for forty miles.

Another Zeppelin Believed Damaged.

September 4, 5.15 p.m.

It is officially announced that there is the strongest reason for believing that another Zeppelin was damaged most seriously.

THE RUSSIAN DRIVE.

Over Two Thousand More Prisoners.

September 4, 5.00 p.m.

A Russian communique states:—In the region of Brezany our troops crossed the River Tseniovka, a western tributary of the Zlota Lipa, capturing the enemy's position and taking prisoners 80 officers and 2,641 men.

Enemy gas attacks south-east of Baranovitchi were repulsed with heavy losses.

We have captured a series of heights on the wooded Carpathians and are advancing towards the Hungarian frontier.

Huge Captures.

September 4, 5.35 p.m.

A Russian communique states:—Between August 31 and September 3, General Brusiloff captured 385 officers and 19,020 men, of whom eleven officers and 1,300 men were Germans; and also twelve cannon and 76 machine-guns.

Fierce battles continue in the direction of Vladimir Volynski, and in the vicinity of Korotitza and the Upper Sereb.

We took prisoners 550 Turks in the region of Ognot.
British armoured motor-cars fiercely engaged the Kurds to the south-west of Lake Niznradghal.

TELEGRAMS.

THE ALLIED OFFENSIVE.

The Key to the Peronne Region Secured.

[Reuter's Service to The "Telegraph."]

September 4, 12.50 p.m.

Reuter's correspondent at Paris states:—The ground recaptured yesterday, on a frontage of six kilometres and a depth of two kilometres, brings our line, north and south of the Somme, level, and facilitates subsequent operations at Marcel Hutin.

We are no more than three and a half kilometres from the national road from Bethune to Peronne.

The possession of Clery gives us the key to the Peronne region. The opinion is expressed in Paris that this marks the opening of a great offensive by the Allies on all fronts.

No Enemy Counter-Attacks.

September 4, 3.50 p.m.

A Paris communique states:—The enemy has not attempted to counter-attack the positions we captured yesterday.

Bad weather has retarded operations.

So far, fourteen guns have been taken, and the capture of more prisoners is reported. We took 400 prisoners at Fleury.

Enemy attacks on Vaux Chapitte wood, and to the east thereof, were repulsed with losses.

The British Captures.

September 4, 3.50 p.m.

General Sir Douglas Haig, in a communique, states:—As a result of yesterday's fighting, the enemy's defences on a front of three thousand yards and to an average depth of eight hundred yards have been captured.

We captured the whole of Ginchy, but were compelled to give ground here. However, we retain part of the village, despite heavy and repeated counter-attacks during the night.

Our line runs according to last evening's communique.

Already eight hundred prisoners have been brought in. The fighting was very severe, our advances being stubbornly contested, and the enemy repeatedly counter-attacked, supported by very heavy artillery fire.

Our advance almost everywhere was successful at the outset, and most of the counter-attacks, costing very heavy losses, completely failed to shake our hold on the ground won.

THE BALKAN SITUATION.

Serbians Repulse an Attack.

September 4, 4.20 p.m.

A French communique issued at Salonica states:—A Bulgarian attack to the west of Lake Ostrovo was easily repulsed by the Serbians.

There have been intermittent cannonade and patrol activity on the Sirema and Lake Doiran fronts.

BRITISH AIR RAIDS.

September 4, 2.00 p.m.

It is officially announced that naval aeroplanes successfully bombed shipbuilding yards at Hoboken, near Antwerp, on the 2nd inst.

A large squadron of our machines also effectively bombed an enemy aerodrome at Gistel on the 3rd inst.
All the machines returned safely.

THE PARIS CONFERENCE.

September 4, 2.45 p.m.

Reuter's correspondent at Havre says the Belgian Government has notified the French Government of its adhesion to the resolutions of the Economic Conference.

EAST AFRICAN CAMPAIGN.

Surrender of Dar-es-Salaam.

September 4, 5.30 p.m.

Dar-es-Salaam, an important port in German East Africa, has surrendered.

The Town Occupied.

September 4, 6.20 p.m.

It is officially announced that Dar-es-Salaam surrendered at 8 o'clock in the morning on the 4th inst. Our naval forces, co-operating with our troops from Bagamojo and Sandani, are now occupying the town.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 6 or on Extra.]

TELEGRAMS.

EARLIER TELEGRAMS.

THE FIGHTING IN THE WEST.

French Take Two Thousand Prisoners.

[Reuter's Service to The "Telegraph."]

September 4, 2.30 p.m.

A Paris communique states: The enemy, although in considerable strength, was unable to withstand the rush of the Allies who attained all their objectives. We captured north of the Forest of Clery all the German trenches along the Forest Comblies road as far as the outskirts of Comblies. We likewise carried all the enemy positions between the Forest and Clery, and also crossed at numerous points the roads between the two places. The German counter-attack with huge forces was directed against our positions south of the Forest. It was caught by our fire and thrown back in disorder. Numerous dead were left on the field and 2,000 prisoners were taken. The booty at present counted includes 12 guns and 50 machine-guns.

The Germans violently attacked our positions in the Vaux-Chapitte region and were repulsed repeatedly. They finally gained a footing in the salient where furious fighting continues. The French attacked the Germans east and north-east of Fleury, capturing several trenches and part of the crest running from Fleury to Thiaumont.

Sir Douglas Haig's Report.

September 4, 3.20 a.m.

The text of Sir Douglas Haig's report is as follows:—In co-operation with the French on our immediate right we attacked the enemy to-day at several points and captured part of Ginchy and the whole of Guillemont. Our front now runs 500 yards east of Guillemont from Ginchy to near Falfemont Farm. We also gained ground on the East side of Mouquet Farm and captured several hundred prisoners. The French substantially progressed between our right and the Somme. Fighting continues. Our aircraft did most useful work, co-operating with the artillery and infantry. The enemy aeroplanes which desperately attempted to interfere were successfully engaged in many aerial fights, and were driven off, losing three destroyed and at least four damaged. We lost three.

THE BALKAN SITUATION.

September 4, 3.10 a.m.

Reuter's correspondent at Athens states that Greece has accepted the Entente's demands in their entirety. The control of postal and telegraphic communications began from September 3.

September 4, 12.50 p.m.

According to Reuter's Bucharest correspondent a communique says: We occupied the heights west of Borzok and the region of Sekeli in Haromazik. The enemy attack on the whole Dobrudja frontier south of Bazargio was repulsed.

THE WRECKED ZEPPELIN.

September 3, 3.25 p.m.

Only three airships succeeded in approaching the outskirts of London. One appeared over North London at 2.15. The searchlights immediately located her. Anti-aircraft guns and aeroplanes heavily engaged her and, after a few minutes, she burst into flame and fell to earth. She was destroyed and in the wreckage the half-burnt bodies of the crew were found. The Zeppelin came down at Cuffley, near Enfield.

CENSORED MAILS.

American Letters on Empress of Russia.

Considerable indignation was felt by the entire American community of Shanghai yesterday (says the N. C. Daily News of August 30) when it became generally known that fully four-fifths of the American mail received by the Empress of Russia had been censored by British authorities. The indignation apparently arises, not so much from the mere fact that the American mail was censored, but from the manner of the doing. On Monday night the American Postmaster sent a long telegraphed protest to the Postmaster-General at Washington, as did the Consul-General, Mr. Simmons, to the Department of State and yesterday the American Chamber of Commerce of China sent a strongly worded protest which will go to Washington through the American Minister at Peking as well as another protest to the Chamber representative at New York who will forward it to the parent organisation, the United States Chamber of Commerce at Washington.

Several of the larger American firms here were so incensed over the manner in which their correspondence was delivered to them that they telegraphed to their head offices at Home and to correspondents instructing that hereafter all mail for China should be so addressed that the postal authorities will not despatch it by a British vessel in future.

A Shoal of Protests.

It is estimated that four-fifths of the letter mail was opened and resealed with gummed slips bearing the word "Censored" but with no indication as to where the censoring was done or who did it. Not only was ordinary letter mail opened, but registered mail was also examined. Instances are cited where parts of enclosures of letters are missing entirely, the missing parts of the correspondence referring to commercial matters only such, for example, as an estimate for a certain engineering work for which the recipient here has been waiting for some time, the letter referring to the "enclosed data" and with a pin attached showing that the enclosure was originally inserted. Possibly the censor, in the hurry of his work, enclosed the missing correspondence in a letter for another firm—which has happened.

TELEGRAMS.

EARLIER TELEGRAMS.

THE SHACKLETON EXPEDITION.

[Reuter's Service to The "Telegraph."]

London, Received, Sept. 4.
Sir Ernest Shackleton has saved the members of his expedition who were marooned on Elephant Island.

ed before, to the loss of one firm and the gain of another which received and acted upon information to which it was not entitled.

When a representative of the North China Daily News called on the American Postmaster, Mr. D. Irish would give no information what ever beyond stating that he had reported the whole matter to Washington and that he had nothing to say as the affair is in the hands of the Post Office Department. The American mail received by the Empress of Russia comprised 144 sacks.

Besides mail addressed to Americans censored, mail for British firms in Shanghai was examined as well. It was stated at the American Consulate-General yesterday that official mail from the departments at Washington was opened, so that the censors showed no discrimination. The American post-office yesterday was swamped with protests, each protester writing a complaint as though he were the only one whose mail had been tampered with, and it is interesting to note that among the earlier and most vigorous protests were those received from British firms who apparently thought that the censoring was done by the American authorities. One firm asked "When, where and who censored this letter, and by what authority?"

Where was It Done?

It is not known where the censoring was done, but the general opinion seems to be that it was done on the Empress of Russia at sea. This, however, seems improbable as those who visited the ship and talked with the purser and other officers say that no mention was made of censoring. A more probable explanation is that the work was done on the small steamer between Seattle and Victoria at which port the Empress took on her mail. The mail left Seattle at nine o'clock in the morning and arrived at Victoria at two in the afternoon, and in the interval of five hours a large staff of censors could have done the work. The steamers running from Seattle to Victoria are British. It is known that for some time the Canadian authorities have been censoring all mail between the United States and Canada and vice versa and it would not be surprising if there were censors at work on the ships between Seattle and Victoria. The Empress of Russia sailed from Victoria on the evening of August 10. The mail arriving by the Montague sailing from the same port on August 3 was not molested.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.
"The Scamps" at Theatre Royal—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.
"The Scamps" at the Theatre Royal—9.15 p.m.
Tuesday, September 26.
Douglas MacArthur's Visit.
Meeting of Shareholders.

GENERAL NEWS.

Penang Will Case.

Penang, Aug. 25.—Judgement has been delivered by the full court of appeal in the Cheang Ah Quee will case. Tan Ah Loi claimed the status of a "taip" or secondary wife and share in the estate of the late Cheang Ah Quee. The claim in the court below was rejected, it being held that there was no marriage ceremony. The Court of Appeal allowed the appeal.—Singapore Free Press.

Cholera in the Philippines. Manila, August 29.—A monster mass meeting is being held in this city to-night for the purpose of raising funds by popular subscription to carry on an effective campaign against the cholera. At the meeting resolutions will be adopted for the sending of a telegram to the Governor-general urging that orders be issued compelling the provincial authorities to co-operate with the officials of the Philippine health service, something which they are steadfastly refusing to do at present. The natives are taking absolutely no interest in the fight being made against the disease, and as a result the cholera is spreading rapidly.

H.M.S. "Malaya."—Cinematograph from F.M.S.

The organisers of the fund for Comforts for the Crew of H.M.S. "Malaya" have received a letter from the Captain of the Battleship, Captain Algernon D. Boyle, acknowledging receipt of the first instalment of £100 cabled home early in July. Captain Boyle had held a representative meeting of the men, who had decided to suggest the purchase of a cinematograph for which the sum sent home would suffice. Capt. Boyle writes:—"This would be an enormous boon to the men, especially in the long winter evenings, and would be much appreciated," and adds, "I take this opportunity of saying how much the men have appreciated this generous gift and of conveying to the subscribers the sincere gratitude of all on board."—Malay Mail.

Death of a Canadian Airman.

Flight Sub-Lieutenant Douglas Whittier, a Canadian, aged about 24 years, while flying a Bristol scout one-seater aeroplane, was killed in Thasnet on July 20. When at a great height the pilot appeared to be attempting to loop the loop, but the machine suddenly descended in spirals and crashed into a cornfield. A fatal aeroplane accident occurred in Southampton Water on the same date. A large vessel was outward bound, and the machine, which was one of three seaplanes flying unusually low, swerved in its course and crashed into the mainmast of the vessel. The mast was shattered and the wireless installation and rigging were carried away. The machine fell on the deck with a broken wing. The pilot was killed and a seaman seriously injured.

New Master of Marlborough.

Mr. Cyril Norwood, M.A., headmaster of Bristol Grammar School, has been appointed Master of Marlborough College, in succession to the Rev. St. J. B. Wynne-Wilson, now Dean of Bristol. Marlborough is to be congratulated on Mr. Norwood's accession to the mastership, for few living schoolmasters have shown a greater natural bent for the teaching profession or have been more successful. It is 10 years since Mr. Norwood went to Bristol and in that time he has raised the Grammar School to a foremost position among the day schools in the country, its numbers having greatly increased and its academic successes having been notable. Mr. Norwood, who was born in 1875, did not begin life as a schoolmaster, but he was from 1899 to 1901 a first-class clerk in the Admiralty, after he had taken the first place in the Home and India Civil Service examination; he then resigned and became classical sixth form master at Leeds Grammar School, where he remained until he was appointed to Bristol.—Times.

If you have lost your appetite one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

NOTICES.

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NOTE THE ADDRESS,

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WONDERS OF THE WAR.

"All Life in an Hour."

The following has been written by a wounded Irish officer, arrived in England, in reply to a request for "real pictures of the fighting":—

"Let me tell you, sir, as one not wholly devoid of practical literary experience, that what you are looking for is simply not to be had. The business of this Fash—or any other important phase of the war, for that matter—is too big for letters. Indeed, it is too big for literature itself. You won't get it on paper. You can get little bits; yes, and much good they will do you. Almost any one bit—written in the bloodiest little shows that ever was. 'G' a handkerchief to spare,' he said, in a casual sort of way. 'I used mine tying up a feller's arm, back there.' I gave him my handkerchief, and he blew his nose comfortably, and showed the rag in his breeches pocket. 'That's better,' says he, and hurried on with the advance. He was with the rear company of his battalion, and the way he managed to get in and out among his men, cheering them on, was wonderful.

"He was rather badly wounded later on, in hand-to-hand fighting with four Boches who had cornered two of his men in their second line. But he's all right I think. Men were dropping all round us in that advance. It was an extraordinarily bloody business, and had been for thirty hours and more before that.

Beauty and Terror. "Suppose I set out to depict something of the shapeless, grisly horrors of it all. God knows there's enough of 'em. What's the best effect I'll produce, especially on anyone who's never been out there? An effect of shapeless, confused, purposeless horror. Well, is the Fash no more than that? You bet it is. Why, looked at from one point of

view, it is positively beautiful. From the platoon standpoint it may be a colossal lark or a tangled horror; whilst, from the High Staff standpoint, the main impression may well be one of mathematical nicety, perfectly dovetailed detail, and smooth working precision. To give you an instance:—

"The other afternoon I came mightily near to puking, in a warren of Boche trenches we took outside Longueval. Nothing much. We've all seen worse things. A little heap of four dead Boches. They were decently buried an hour later. I was about the first of our people to see this particular shambles. You know how careful our chaps are, with their kindly sense of decency. Their first thought is to cover a dead Boche's face—give him some decent dignity, even if they're not able at the moment to give him decent burial. English, Irish, Scots, Canadian, Australian, South African—all the British troops are like that. Well, they hadn't had time to clean up here, and these particular Boches had been done up pretty nasty, as they say. Some of our heavy stuff must have landed right among 'em. They were in the mouth of a dug-out.

An interrupted Tea-Party. "Right. Two minutes later I came upon as homely a little picture as you'd find in the neighbourhood of any peaceful Irish or English village: three of our lads crouching over an old brazier, on which they were making afternoon tea, if you please, frying a scrap of bacon and boiling the water for tea at the same time, and stirring in their own lovable Irish blarney with the cooking all the time. I took it in, and passed on pondering the queerness of the whole business. I wasn't more than sixty or seventy paces away, when three Boche shells arrived, like a postman's knock, somewhere close behind. Just three, and no more: one of the flakes of the day.

"Something made me turn back and go to take another look at the tea-party. One of its members had been instantaneously killed; his head smashed to pulp. Another had been terribly mauled, and was already being attended to by a couple of stretcher-bearers who had been resting in a dug-out within sight of the party, and themselves had been covered with earth and dust from the shells. I lent a hand,

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TO LET.—From 1st May, 1916, Offices, 2nd Floor, St. George's Building. Apply to: SHEWAN TOMES & CO.

TO LET.—No. 4, Des Voeux Road Central, First Floor. The commodious dwelling house with offices, servants' quarters, etc. No. 4, Shambien, Canton, from 1st June. At present in the occupation of the Imperial Russian Consulate. Apply to: DAVID SASSOON & CO., LTD.

TO LET.—Offices at 2 Connaught Road. Offices in King's Buildings. House in Clifton Gardens, Conduit Road. Nos. 1 and 2, West End Terrace, Canton. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

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and they very soon had the poor chap on his way down to the dressing station. But I feel sure one won't ever see him again. You know that hopeless yellow pallor.

"I was back that way within a quarter of an hour, and there was — of — my own section, you know, rolling a cigarette in a bit of newspaper, having just finished the bacon. His half-filled canteen of tea was alongside the brazier, which lay now on its side; upset, no doubt, when the shells came; indeed, it was half-buried. But — told me the bacon had been saved, and in some queer way, the tea. So he had had — a whack, and — as well as his own; and as he rolled his cigarette in the scrap of a Sunday newspaper he was humming: 'Keep the Home Fires Burning.'

"Hell and Heaven." "You can no more hope to get the Fash described for folk who haven't been out than you can hope to get the world described, or human life explained, on a postcard. The pen may be ever so mighty, but, believe me, it has its limitations.

"What's the Fash like? It's like everything that ever was, as well. It's all the struggles of life crowded into an hour; it's an assertion of the bedrock decency and goodness of our people; and I wouldn't have missed it for all the gold in London town. I don't want to be killed; not a little bit. But, bless you, one simply can't be bothered giving it a thought. The killing of odd individuals such as me, is so tiny a matter. My God, it's the future of humanity; countless millions; all the laughing little kiddies, and the slim, straight young girls, and the sweet women, and the men that are to come. It's

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TO LET.—From 1st November next, flats in "Ewo Mess," No. 8 the Peak. Apply Property Office, JARDINE, MATHESON & CO., LTD.

TO LET.—From 1st September, 1916, first floor, 38 Nathan Road, Kowloon. (Dairy Farm Co's premises.) Apply: —The Dairy Farm Co., Ltd., Hongkong.

TO LET.—Well furnished flats to let on higher levels, large rooms; very cool. Good Situation. Tennis Court and Croquet. Apply: —Fairall and Co., Opposite Hongkong Hotel.

OFFICES IN HOTEL MANSIONS.—To let from 1st October, 1916, four large connecting rooms on the third floor of Hotel Mansions, facing Blake Pier. At present occupied by the COMMERCIAL UNION ASSURANCE COMPANY. For particulars apply to: —MANAGER HONGKONG HOTEL.

WANTED.

WANTED.—Competent Stenographer and typist requires Situation. Reply to "P.O." c/o "Hongkong Telegraph."

WANTED.—Cantonese Teacher wanted; quick results desired. State terms; one hour daily.—Apply Box 1267, c/o "Hongkong Telegraph."

WANTED.—Typewriting; Manuscript of every kind accurately and neatly typed at short notice by Englishman. Terms 30 cents per folio. Commercial correspondence in English for Chinese business gentlemen a speciality. Write "Despatch," "Hongkong Telegraph."

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia & China Telegraph Co. Bradford P. G. Engineers' Institute, Singapore. Cheongswai 11 Theyick St., Singapore. Hown Paek Lockcock Hotel, Macao. Jeandah, Singapore. Lowykye 5 Simortoy, Singapore. Manson steamer Taishan, South Shields. Ng On Kay 92 Milho Tong St., Los Angeles. Pagu 26 Wing Wok Street, Habana. Toanthanh, Hue. Yausang 1st floor 56 Wellington St., Macao. Yeohenghuat, Bangkok. J. M. BEOK.

Superintendent. Hongkong, 31st August, 1916. Great Northern Telegraph Company, Ltd.

Lausouchau, 4298 Cane Rd., Peking. Yulee, Kobe. Siakumfong 100 Des Voeux Road, Shanghai. Mr. Rushing 71 Connaught Road, Yokohama. Chinyanwootung 65 Pottinger Street, Swatow. Guthrie, Tokio. Oskai, c/o Matsubara Hotel, S. Iomiasaki.

A. B. SORESENSEN, Act. Superintendent. Hongkong, 1st September, 1916.

all humanity we're fighting for, whether life's to be clean and decent, free and worth having—or a Boche nightmare. You can't describe it, but I wouldn't like to be out of it for long. It's Hell and Heaven, and the Devil and the World; and, thank goodness, we're on the side of the angels—decency, not material gain—and we're going to win."

NOTICES.



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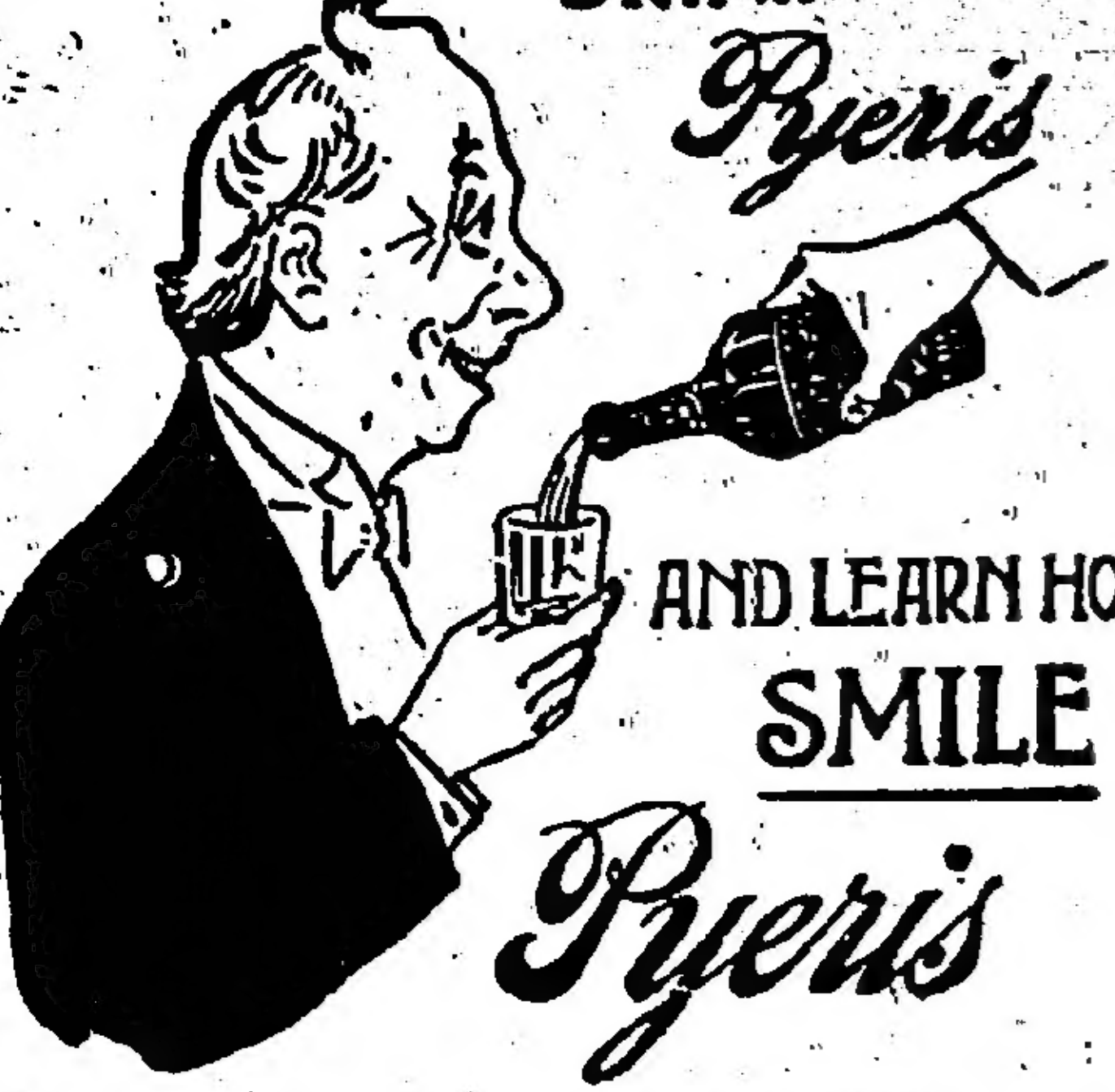
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BIRTH.

SILVA.—On August 29, 1916, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. J. M. Basto da Silva, a son.

DEATH.

SYMONS.—Died of wounds received in action E. C. Symons, Lieut. 14th Service Battalion, West Yorkshire Regiment.

ACKNOWLEDGMENT.

Manuel d' Ozevedo and Sisters big to tender their heartfelt thanks to all their friends who have sent floral tributes or have accompanied the funeral of their late sister, Severina d' Ozevedo.

The Hongkong Telegraph.

HONGKONG, TUESDAY, SEPTEMBER 5, 1916.

CHILD-SAVING.

The article which we re-printed on Saturday from *Pearson's Magazine* dealing with the sacrifice of child life should be read with perhaps an especial interest by those who dwell in the Far East. Sir James O'Riordan Brown shows that 91,971 babies out of 879,098 died in England and Wales in 1914—an average of over 250 a day. At no time can a country afford to lose its children at this rate; still less can such a loss be borne at a time when a gruesomely large percentage of the men of the country has been killed or incapacitated in the war. Neglecting the number of still-born cases—which, as the writer of the article shows, is necessarily large from a variety of causes—thousands of children die through the inability of the parents to find proper sustenance for them; other thousands through sheer, murderous neglect, and others yet through parental ignorance or prejudice.

And if the above figures relate to England and Wales, where civilisation and education may be supposed to have established a strong and permanent footing for themselves, what may we not expect to find in China, where infant life, at least as far as girls are concerned, counts for nothing? Of course it may be argued—and many educated Chinese would subscribe to the argument—that the race is so prolific that it is impossible to persuade the parents that a few odd deaths matter in any way. "Campaigns" against this or that evil have not usually been so successful as to encourage the man in the street to further any fresh movements of the sort; and yet, in a case like this, whether East or West, it certainly seems as though society should be urged to make a united effort to check such appalling wastage. One whole class of deaths—those which arise through the parents' being too poor to obtain proper food, nursing and medical attendance for their offspring—could certainly be ruled out by the establishment of special funds, raised either by taxation or by voluntary subscription, as the case may be, for the relief of all such cases. Again, where culpable negligence is proved, it is for the law to treat the matter as one of child-slaying. If a few heartless mothers were made a proper example of, there would soon be lessening of this form of contribution to the death-rate. Ignorance and prejudice are naturally much harder to deal with, and those who have sought to help in the combating of such have only too often been cranks of the craziest sort at whom the very doctors laughed. Only time, and tact and patience on the part of qualified educators, can stamp out prejudice, whether it be the Eastern or the Western variety.

But, while waiting for the slow decay of this prejudice and the proper education of the ignorant, can society do nothing in the other cases which we have mentioned? It could if it so wished. Several months ago a meeting was held in Hongkong for the discussion of some of the problems with which the question of child-waste is hedged about. This being Hongkong, the matter went no farther than the one meeting, we believe. Many people are ready to shelve the question by saying:—"There are plenty of hospitals and convents." As a matter of fact there are not "plenty", so far as this Colony is concerned. The few convents that there are work untiringly in their big effort to save the young lives that are entrusted to them; but, as we have shown before, while the coolie and sampan women will take their sick babies to the nuns if any happen to be near, they will not, as a rule, attempt to enter the hospitals with them, because the boy or porter or wife—not demands cash—by way of a start. Even the very midwives have been known to demand it of pregnant women. By means of a proper hospital system there is not the least doubt that a good half of the children of the poor who die here could be saved; and it is for the Hongkong people to make themselves responsible for the erection of more homes, convents or refuges if they attach any value to the lives of these children.

Manuel Again.

Though Mr. Wood does not quite seem to realise the fact, the performances of Manuel Sequeira are becoming rather more than a j. k. Manuel has been in the Colony for a year or two—perhaps more—and, during that time, has been a source of annoyance both to the general public and to the police. Yesterday he made his twenty-fifth appearance at the court, and the inspector in charge of the case emphasised the fact that the man was a nuisance, in that he went round the European offices begging. Mr. Wood, who, only the other day, sentenced a little Chinese boy to eight cuts for hawking without a licence, thought that the case would be met by imposing a five-dollar fine, with the alternative of seven days' gaol. Mr. Sequeira is usually described as a Brazilian; then when why should not Brazil have the honour of housing him? Why should Hongkong forever be bothered with him? Does it improve the position of foreigners in Chinese eyes that one of their number should go wandering round the Colony begging? We are not pretending that the gentleman from Brazil is a dangerous character; but when a foreigner makes his twenty-fifth appearance at the police court it is time that his case should be handled at least rationally, and that he should be requested to take himself out of the Colony.

Subsidiary Coinage.

The announcement issued by the Colonial Treasury that Hongkong subsidiary coin can be obtained in reasonable amounts by the public at par from the Hongkong and Shanghai Bank is interesting at the present moment, when the money-changers are only accepting local bank notes at a premium of one-half per cent. It is, at any rate, something to be thankful for that the Government is letting the public know that it can get better treatment from the Bank than from many of those money-changers, who appear to be very much of a law unto themselves, since they decide every day what the rate of discount or premium shall be as regards notes and coins, and the public has to accept their decision. We realise, of course, that these people deal in coin and notes pretty much as the general shopkeeper does in ordinary commodities, and that the price they fix on is largely regulated by the laws of supply and demand. But it does appear somewhat anomalous that the Government, knowing that the public is being fleeced, cannot or does not step in and exercise a measure of control over these money-changers' stalls.

The Plight of the Taxpayer.

We are taking up this matter on behalf of the middle-class residents of the Colony, who get little enough consideration from the Government as it is. It is true that a Food Committee has been appointed to regulate the prices of foodstuffs, but the list has not been revised for many a long month now, and no member of the Committee appears to take the slightest interest in the work which that body is supposed to discharge. The result is that shopkeepers charge pretty much what they like, and though the dollar is of high face value at the moment, it has no more purchasing power than when it was very decidedly lower. But neither in this matter nor in the question of the high house rentals prevailing does the Government display any anxiety to come to the aid of the taxpayer. On this subsidiary coinage question surely something could be done, for if the authorities can by proclamation fix the prices at which household necessities shall be sold (even though these prices are not enforced) they should have the power to prevent the money-changers from robbing the public. The matter certainly needs taking in hand, and we commend it to the serious consideration of the Government, in the hope that something will soon be done.

DAY-BY-DAY.

WE ARE ALL CHILDREN IN THE KINDERGARTEN OF GOD.

The Weather.
At the Peak 8 a.m. Temp. 78; fine. (1915, 74 clear.)
Lower level 8 a.m. Temp. 84; fine. (1915, 80 sunshine.)

The Mails.
American, Canadian and Siberian Mails.—Close per a.s. Express of Russia at 10.30 a.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 1.9/16d.

To-morrow's Anniversary.
To-morrow is the 15th anniversary of the assassination of President McKinley.

Chief Bailiff Ill.
We learn with regret that Mr. Leonard, the Chief Bailiff at the Supreme Court, is in hospital. His condition is rather serious.

A Coming Attraction.
We understand that the Howitt-Phillips Company is shortly to open a season at the Theatre Royal with a repertoire of the latest London plays.

Three Tramcar Casualties.
A woman, her daughter, and grand-daughter have been conveyed to the Government Civil Hospital suffering from injuries received on account of being knocked down by a tramcar in Des Voeux Road West.

The Palisade.
As will be seen from an advertisement elsewhere, the Palisade has a complete change of programme for to-night's show, including some very fine features. The band of the Empress of Russia will again be in attendance.

Small Boy Punished.
A small boy was charged before Mr. J. R. Wood, at the Police Court this morning, with hawking without a licence. Inspector Brazil said defendant had been in gaol for a similar offence before. His Worship ordered eight strokes of the birch and detention in gaol for 48 hours.

Squabbling Women.
Two coolie women were charged before Mr. F. A. Hazland, at the Police Court this morning, with airing their differences other than in good taste. They were told they would have to behave better in future or they would be fined. As it was, they were bound over to keep the peace.

Victoria Theatre.
Another special band and comic performance was given at the Victoria Theatre last night and, in spite of many other attractions, was well patronised. The Band of the 18th Infantry played some remarkably good numbers, and the pictures were bright and selected with care. This special Monday programme promises to be one of the most popular features introduced at the Victoria.

Alleged Unlawful Possession.
A Chinese was charged before Mr. J. R. Wood, at the Police Court this morning, with being in unlawful possession of clothing valued at \$150. Inspector Brazil said defendant asserted that he had been given the clothes to take them to Macao for a woman there. The police were trying to get the woman from Macao. The clothing was almost new and was of very good quality. A remand was ordered.

STRAITS RUBBER SHARE MARKET.

Messrs. Benjamin and Potts this morning received the following quotations from Singapore:—

Alor Gajahs	33 40
Kempas	8 00
Kodahs	3 12
Sandoroffs	4 10
New Serendahs	4 20
Tapahs	19 50
Ayer Panas	10 30
Malakoffs	4 65
Ayer Moleks	2 45
Teluk Ansons	9 25
Malaka Pindzs	2 10
Changkat Serdangs	9 00
Jorams	1 50
All Straits Currency—Middle Prices.	

CHINESE BOMBS.

H.K.P.R. Lecture by Government Analyst.

Yesterday evening, at the Police Reserve Club, a most instructive lecture on Chinese bombs was delivered before the senior members of the Police Reserve by Mr. E. R. Dovey, A.R.O.S., the Government Analyst. There was a good muster of men of all companies, among those present were Mr. F. O. Jenkin D.S.P. (R.) and Mr. J. W. Franks, A.S.P. (R.).

Mr. Dovey said it might be thought rather useless to say anything to the Hongkong Police Reserves about explosives, because they might never be called upon to handle the things, but the possibility was not so very remote. It might not be known that there was a considerable amount of bomb-making going on in Hongkong; but in the past few months the efforts of the police had resulted in the finding of what were "really more or less bomb factories." Thus the Reserves might at some time be called upon, either alone or with the regular police, to raid such places, and a little knowledge of the kind of things they would find, and how they might be handled, would prove of some use. A little knowledge was not always dangerous, but had often saved a man's life.

The lecturer went on to state that it was not until 1847 that any other explosive than gunpowder was known. A chemist discovered that by treating glycerine with nitric acid he obtained a highly explosive material called nitro-glycerine. That newly found substance was called blasting oil, but after being used for two years a series of devastating accidents occurred, which caused almost every European country to pass regulations entirely prohibiting its use. But it was quite obvious that such a useful explosive could not be allowed to be put entirely aside, and as the result of experiments, Alfred Nobel discovered a certain kind of earth—infusorial earth, which really consisted of tiny shells and which could absorb three times its own weight of nitro-glycerine, this compound being almost safe to handle, even though highly explosive. It was put on the market and had been known ever since as dynamite.

The making of dynamite entailed a loss of the explosive power of the nitro-glycerine, and efforts were made to find another explosive which would absorb the nitro-glycerine and at the same time not so seriously impair its explosive force. It was Abel, the well-known munition-maker, who was fortunate enough to discover that if gun-cotton were treated with nitro-glycerine a gelatinous substance was formed which almost had the same explosive power as the nitro-glycerine itself. It was comparatively safe and had all the advantages of dynamite. It had proved a very useful article and was now used in small arms work. Those were three explosives which they would be likely to find in a bomb factory.

Proceeding, Mr. Dovey went on to give a description of each, with many interesting facts regarding their peculiarities. Nitro-glycerine, he said, was a heavy, colourless, oily liquid, had no smell and was sweet to taste; yet poisonous. It would not mix with water, and that used for commercial purposes was usually yellow. It was an extremely explosive substance when dropped, and always had to be treated with great respect. Dynamite, the most common high explosive used for bombs by the Chinese, because it was used extensively in their fishing work, was of a reddish brown, pasty appearance and was usually made up into sticks. "It would burn quite slowly and was exploded by a blow, or a bullet fired into it from 150 yards. It was not a good thing always to put it into water, because the nitro-glycerine percolated out and, settling in the bottom of the vessel, was dangerous, as its presence might not be known. Speaking of blasting gelatine, Mr. Dovey said this was an elastic gelatine substance and looked like a gummy rod. It books in the library.

was made some something like dynamite, but was far more explosive.

Another local explosive they would have to look out for was the detonators. They had to remember that these were not percussion caps, and were far more sensitive to rough handling than any other explosives. The fall of a box full would explode them, as would heat of almost any sort. The utmost caution must be exercised where these dangerous things were concerned.

Mr. Dovey next spoke of the Chinese bombs which members of the Police Reserve might possibly come across, and he exhibited some specimens which had been found in police raids. Perhaps the most common form was the simple solid case of iron, ingeniously moulded so that it would easily burst into angular fragments. There were two ways in which they could be discharged, and one was by a percussion cap put into either end. The percussion cap looked like the end of a detonator, and there was usually one at each end of the bomb so that it would explode, no matter on which end the bomb fell. Besides the percussion cap method, there was another, and that was by the action of sulphuric acid on potassium chlorate and sugar. That was done by placing inside the bomb a very fine glass tube with a weight inside, as well as a small quantity of strong sulphuric acid. The tube was hermetically sealed and then, outside it, was placed potassium chlorate and sugar. When the bomb was thrown or dropped, the small weight inside the tube was sufficient to break it and a violent explosion was caused by the contact of the two ingredients as well as other explosive material placed inside the bomb. That was the most dangerous kind of bomb.

With regard to bombs in general, Mr. Dovey thought it would be a good rule for them to remember that any container, small and extra strong, was to be suspected. An ordinary two-pound weight had been made into a bomb by the boring out of the centre. They should treat all small strong containers with suspicion, for they were vastly more sensitive than the bombs used in modern warfare. The lecturer went on to enumerate the substances likely to be found in a bomb factory, and described the appearance of potassium chlorate, sugar of the cheap cooking sort, iodine, and ammonia, glass tubes, either plain or prepared, fuse, detonators, sulphuric acid either in bulk or in tubes, were all suspicious things to be looked for. There was another thing they might find and that was fulminate of silver, large quantities of which were used in the making of Chinese crackers. That was an extremely dangerous material, and had been accurately described by a coolie as "looking like milk and smelling like wine."

A list of bomb materials seized by the police in a raid last Christmas, was then read out. The list can doubtless be seen by Reservists on application to the proper quarter.

Mr. Dovey proceeded further to explain an ingenious device used, presumably, for exploding a bomb when a person walked over a given spot. Explaining what to do when bombs were found, Mr. Dovey said they were usually found not charged and of course could then be handled with safety. When they were found charged, he advised them "to wait until somebody else came." If they were ever called upon to remove a bomb, they should wrap it up in cotton wool or some other substance and be careful not to drop or jar it, for if the small glass tubes inside happened to break, there would be a most violent explosion.

The lecturer answered several questions at the close of his address, and gave an interesting small demonstration.

Printed in 1167.

Printed in 1167, twenty volumes of the works of Liu Tsang-yan, a Chinese philosopher, which have been acquired by Cambridge University, are the oldest printed books in the library.

"THE SCAMPS."

An Excellent Show at the Theatre Royal.

Bright, jolly and very engaging are "The Scamps", who opened at the Theatre Royal last night, under the direction of Mr. Maurice E. Bandman. Their show, from the commencement to the end, is one of frolic and fun, and, notwithstanding the fact that they played to a rather sparsely filled house last night, this did not dampen their spirits or appear to take away the feeling that they were enjoying themselves as much as the audience. It can safely be predicted that more people will visit the Theatre Royal to-night, for the first impressions created by this little band of entertainers warrants the view that they will become increasingly popular during their stay here. The visit to the Colony of such a company as "The Scamps" is a boon to Hongkong, which is singularly devoid of amusement for the greater part of the year, and residents will be the losers if they do not enjoy to the full the fun which is being provided for their benefit this week.

Collectively and individually, "The Scamps" are a talented and merry party. Their entertainment supplies a happy blending of wit and harmony. There is, too, a distinct note of originality about their contributions, and they never allow the programme to grow dull or wearisome—the fun is kept going all the time. Mr. Wal E. Kirby opened well with his song "Molly McCarthy," while Miss Isabel Guidici at once established herself as a singer possessed of a rich and flexible voice in her rendering of the dainty ballad based on the ancient Cornish "Flora Darce." She was given a fine tribute of applause and had to respond to the demands for a reappearance. The Male Scamps caused great amusement in their ensemble "Captain and Private." The whole party gave a very clever turn in "Hush-a-bye" (Ideal and Real), while in "Trade Tonts" and "The Boat Train" they also kept the audience in a merry mood. But their funniest number was "The Scamps' Picture Palace," which, in three parts, was most happily done and caused unbounded laughter. The burlesque "Songs of All Nations" was another extremely funny item. The Misses Dorra Dolari, Elsie Videau and Alice May were responsible for an effective number in "Oh, Mr. Editor," and Mr. Wolacley Charles at the piano scored a big hit with his varying interpretations of "Three Blind Mice" and his imitations of a beginner at pianoforte playing. Mr. Reeves Hansford did a lot of witty business, while Mr. Bernard Ansell was responsible for some finely-sung ballads. The walks and duet "Destiny" by Mr. Kirby and Miss Videau was splendidly done. Taking it all round, the programme was bright, varied and intensely satisfying.

His Excellency the Governor and Lady May were among those present last night. To-night there is to be a complete change of programme.

UNUSUAL APPLICATION.

Mr. P. W. Goldring made a singular application to Mr. J. R. Wood, at the Police Court this morning, for a summons to be issued against a defendant calling upon him to show why he should not keep the peace.

Mr. Goldring said some time ago his client, and several others, were bound over to keep the peace, but even on their way from the Magistracy the other defendants jeered at complainant. Complainant then got afraid of being beaten and went into a restaurant where he saw they were waiting for him to come out. Mr. Goldring said he had to take his client to the Police Station.

Defendant, asked if he would consent to be bound over, emphatically replied that he would not.

His Worship bound defendant over in his own surety and two sureties of \$200 each.

THE GOVERNOR OF MACAO.

His Work in the Portuguese Colony.

His Excellency the Governor of Macao and Madame Maie arrived in the Colony to-day on their way to Lisbon.

Senhor Jose Carlos da Maia, Governor of Macao, is an officer of the Portuguese navy. He distinguished himself in the interest of the Republic in the last Revolution which overthrew the Monarchical regime in Portugal. For his valuable services, Parliament decreed double promotion for Senhor Maia, who was given command of one of the large cruisers. It was due to his popularity that he was elected Deputy of one of the electoral districts of Lisbon. His nomination as Governor of Macao was made by Parliament.

Senhor Maia's first care on his arrival at Macao was to concern himself with the problems for harbour improvement and the sanitation of the suburban districts. He succeeded in obtaining sanction from Lisbon for the purchase of a powerful dredger (which had been engaged in harbour improvement works at Singapore) and another, the building of which has also been authorised. In connection with the local harbour works the Governor purchased for the Colony a number of steel barges from Shanghai which passed through Hongkong on their way to Macao. For the reclamation works he had purchased three small locomotives, rails and a number of waggons. These have also been used for filling in the unsightly paddy-fields in the outskirts of Macao, with which visitors from Hongkong are familiar. These fields have since been transformed into salubrious districts for habitation. Already a number of pretty dwellings have been erected on the reclaimed ground. Some of the houses have since changed ownership and others been inhabited. So as to provide for the needs of the poorer class of Chinese, the Governor ordered the construction of a number of houses for lease at very small rental; a mere trifle, in fact. So as to stimulate interest in the building of habitations, Governor Maia appointed a Building Construction Committee whose duty it is to build houses on Government account to be subsequently sold at public auction. To individuals the Governor has given every facility for the lease of public land for building purposes.

It was due to His Excellency's initiative that the Volunteer Corps was formed, as well as the Boy Scouts Association at Macao. To both these organisations he has given his personal support for their development. The Fire Brigade was also formed by Governor Maia.

He ordered the Public Gaol to be equipped with printing presses, type and plant for the industrial occupation of prisoners, who are paid for their work. The printing office is worked on the system obtained in Hongkong, prisoners being credited with the money earned and are given the accumulated earnings upon the expiry of the term of their imprisonment.

Hitherto Macao was noted for the excessive fees charged for the assignment of leasehold property. The Governor succeeded in inducing the Government at Lisbon to agree to the reduction from 8 per cent. to 2 per cent. on the value of property sold as assignment fees. This concession is of far-reaching effect and is much appreciated, especially by the Chinese community at Macao, who, as in Hongkong, are large property owners. All public questions concerning the Chinese have received the Governor's earnest consideration and he is well-liked by them, evidence being forthcoming from such bodies as the Chinese Chamber of Commerce, Chinese Hospital Committee and other Chinese institutions. For the many benefits already conferred on Macao the Municipal Council proclaimed the Governor as "Benemerito" and has placed his photograph within the Council Chamber.

As has already been announced, Senhor Maia proceeds to Lisbon at his own request to confer with the Minister for the Colonies on important subjects concerning the administration of Macao. His Excellency leaves for Lisbon

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

HOURS OF RELAXATION.
(To the Editor of the Hongkong Telegraph.)

Sir,—An alarming rumour is now circulating in the Colony among the Chinese community concerning the prohibiting of women from going to certain resorts after 5 in the afternoon. I see no objection to the matter if the same is to be applied to the men—prohibiting them from going to West Point. Not only that but I hear that some British-born Chinese are keeping concubines; if so, why does the British law still allow them to do so? I do not think it is fair on the British-born Chinese women. I hope the Authorities will take steps against this immoral proceeding. Of Chinese subjects I have no right to complain, as Chinese law I believe, may entitle a man to marry two or more wives, but a Chinese who is a British subject ought to comply with the British law. I understand that the privileges of the British law are accorded equally both to men and to women.

Yours etc.,
RESIDENT.

Hongkong, September 5, 1916.

KINDS OF MILK.

A Definite Standard Required.

An Indian was charged at the Police Court, this morning, under the Food and Drugs Ordinance, before Mr. J. E. Wood, with selling to Inspector Kelly six bottles of milk not of the nature and substance demanded.

Defendant said he only delivered the milk as it was supplied to him. He would like a remand, however, so that he could engage a solicitor to defend him, as he did not know how to do it himself.

Dr. Smalley said he was interested in the case. It was a very bad case of adulteration. His Worship said defendant had really not had sufficient notice. He was entitled to seven days' notice.

Inspector Kelly said he asked for some bottles of fresh milk. He spoke in English and defendant spoke a little English also. He the (Inspector) thought he was getting buffalo's milk.

His Worship thought it should be stated definitely, when a man was buying milk, what kind of milk it was that he wanted.

Dr. Smalley said he supposed the man, like many others, kept cow's and buffalo's milk and mixed them.

His Worship said his view was that if a man went and asked for buffalo's milk he was entitled to receive that milk.

Dr. Smalley said he did not know how one could prosecute unless there was a definite standard laid down. He happened to know what the standard of this milk was.

His Worship repeated that the article required should be definitely asked for. He would discharge defendant. "I am sorry," added His Worship to Dr. Smalley, "that you have had the trouble of coming."

Dr. Smalley:—That is all right. The milk was abominably diluted, that's all.

hopeful that he will succeed in securing great benefits for the Colony which he governs. It is his intention to return to Macao as soon as his special mission is concluded.

Madame da Maia, the Governor's wife, is much liked at Macao, especially by the poor, she having identified herself in a very prominent manner in all works of charity in that city. She founded the Red Cross and Charity Association at Macao, which has been the means of making and getting together a large number of articles for the wounded in the European war; besides, the Association concerns itself with other works of charity. The membership is confined exclusively to women.

Governor and Madame Maia carry with them the best wishes of the entire Portuguese community at Macao and Hongkong, and their speedy return is looked forward to by the well-wishers in China of the little Portuguese settlement.

THE MURDER OF CHEN CHI-MEI.

Judgment by French Mixed Court.

The reserved decision of the French Mixed Court at Shanghai in the case in which six Chinese were charged with complicity in the assassination of Chen Chi-mei on May 18 was delivered on August 30 by Mr. G. Dufauré de la Prade and Magistrate Nieh. The names of the prisoners are: Sia Kuo-lin, Li Hai-tai, So Tseng-lang, Wu Kuo-hua, Li Han-san and Tcha Ta-king.

With regard to Sia Kuo-lin, the Court found that he took a large and active part, under a man named Chen Cheu-an in plotting the murder of Chen Chi-mei and that if Sia denied having fired a revolver at Chen Chi-mei, he knew, nevertheless, that the assassination had been decided upon between Chen Cheu-an and himself to take place at the interview on the date in question.

The Court found that no charge of complicity had been established against Li Hai-tai. There had been no evidence that he had been concerned in the preparations for the commission of the crime, and the Court held that the accusation made against him by the first prisoner, that he had given the signal for the revolver shot, had the appearance of being dictated by a desire for revenge.

So Tseng-lang, according to testimony written by his own hand, was found to have taken part in the criminal organization charged with the assassination of Chen Chi-mei. He had been recognised by a Japanese witness as one of those who were in the room at 14 Rue Chapsal at the time of the murder; the witness also stated that he carried a revolver. The Court held that the evidence of identification was reliable by reason of the accused's facial characteristics and his height, and that anyone having seen him once would remember him again.

It was found impossible to sustain a charge against Wu Kuo-hua, though suspicion attached to his mode of living.

With regard to Li Han-san, the Court was unable to find that he had a knowledge of the plotting which resulted in the death of Chen Chi-mei, but he had been commissioned by Chen Cheu-an to purchase Browning pistols, and, while it was not established that he had any knowledge for what purpose the weapons were being bought, the fact that he purchased them brought him under grave suspicion.

Tcha Ta-king, with Li Han-san, was also held to be concerned in the acquisition of the arms.

The Court found Sia Kuo-lin and So Tseng-lang guilty of having, with others unknown, premeditated, prepared and carried out the murder of Chen Chi-mei. The Court found that the punishment which should be inflicted upon the accused was beyond the limits of its jurisdiction, and ordered that the prisoners should be handed over to the Chinese authorities for punishment in accordance with the gravity of complicity in the assassination, but it was decided, on account of the important evidence which he would be able to give at the Chenpanping, the Court before which the case would be called, that the defendants should be placed under a bond of Tls. 10,000 to secure their attendance at the trial before the Chinese authorities.

Wu Kuo-hua was found not guilty of participation in the murder, but, by reason of his suspicious behaviour, he was ordered to be expelled from the French Concession.

A verdict of not guilty was returned in the case of Li Han-san, but the Court found he had taken part in the acquisition of the pistols, contrary to article VII of the Municipal By-laws, and sentenced him to six months' imprisonment and expulsion, Tcha Ta-king being sentenced to three months' imprisonment, in each case to date from the time of arrest.

DAIRY FARM NEWS.

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SOLE AGENTS—

THE DAIRY FARM CO., LD.

NORTH BRITISH

AND

MERCANTILE INSURANCE CO.,

in which are vested the shares of

THE OCEAN MARINE INSURANCE CO., LTD.

AND

THE RAILWAY PASSENGERS ASSURANCE CO.

The Undersigned AGENTS for

the above Company are prepared

to ACCEPT RISKS against

FIRE at Current Rates.

SHEWAN, TOMES & CO.

Agents.

Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for

the above Company are prepared

to ACCEPT RISKS against FIRE

at Current Rates.

SHEWAN, TOMES & CO.

AGENTS.

SAKURA BEER



SOLE AGENTS—

SUZUKI & CO.

TEL. 468

ALEXANDRA BUILDING.

FAIRALL & CO.

ARE SHOWING

NEW AUTUMN GOODS,

COMPRISING

BLOUSES IN CREPE DE CHINE, COTTON AND SILK.

GOLFERS. NEW MILLINERY, ETC.

HONGKONG TRAMWAY COMPANY, LIMITED.

The following is the approximate statement of Traffic Receipts for the week ending September 2, 1916—

Receipts Aggregate for week.	Receipts for 35 weeks.
This Year: ... \$17,049	\$508,863
Last Year: ... 11,657	383,114
Increase: ... 5,392	125,749

TO-DAY'S ADVERTISEMENTS.

G.  R.

NOTICE.

HONGKONG SUBSIDIARY COIN in reasonable amounts can be obtained by the public at par on application to the Hongkong & Shanghai Bank.

E. D. C. WOLFE,
Colonial Treasurer.
Hongkong, 5th September, 1916

LOST.

TO-DAY, brown pocket book containing passport, and permit for leaving Hongkong, also other paper and money. Will finder please return to Mr. van der Hoop, c/o Hongkong Hotel? Reward will be granted.

TO-DAY'S ADVERTISEMENT.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"FUSHIMI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 11th September, 1916, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 4th September, 1916.

TROPICAL WEIGHT

"Viyella"

SHIRTS

With Collars to Match.

PYJAMAS

Skillfully cut and carefully in every detail.

NEWEST PATTERNS JUST RECEIVED.

MACKINTOSH & CO., LTD.

Men's Wear Specialists,
18, DES VŒUX ROAD.

WM. POWELL, LD.

Telephone 346.

NEW CONSIGNMENT OF

SAXONE BOOTS & SHOES

FOR MEN

THE SECRET OF SAXONE SUCCESS—

"SAXONE'S" are made in Britain to fit the British foot, to please the British taste, to meet every requirement for good form and GOOD WEAR.

SOLE AGENTS—

WM. POWELL, LTD.

COLUMBIA ORCHESTRAL RECORDS

- | | | |
|---------|----------------------------------|--------------------------------|
| L. 1020 | THE ROSE CAVALIER VALSE | BEECHAM SYM. ORCH. |
| | MINUET DE "MAHON" | " |
| L. 1011 | LE PRINCE IGOR MARCH | " |
| | SYMPHONY ANTAR 3RD MOVEMENT | " |
| L. 1013 | TRISTAN & ISOLDE | PRELUDE SIR HENRY WOOD'S ORCH. |
| | | LIBERATED... |
| L. 1015 | SCHERZO (TSCHAIKOWSKY) | LONDON STRING QUART. |
| | QUARTETTE NO. 12 (SCHUBERT) | " |
| L. 1019 | THE LONDON DERRY AIR (IRISH AIR) | " |
| | MOLLY ON THE SHORE | " |

THE ANDERSON MUSIC CO., LTD.

6, DES VŒUX ROAD.

Tel. 1322.

WORTH HAVING.



D. & J. Mc. CALLUM'S
PERFECTION
SCOTCH.

AVOID

IMITATIONS.



SOLE AGENTS—

CANDE, PRICE & CO. LTD.,

Tel. No. 135

6, Queen's Road Central,
Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI	NAMUR Capt. A. Collyer	d'light 5th Sept.	Direct Service.
L'DON & B'bay via Singapore, P'ang, C'bo, Port Said & Marseilles	MALTA Capt. C. C. Talbot R.N.R.	noon 8th Sept.	Connecting at Colombo with Mail KASHGAR.
SHANGHAI, Moji and Kobe	SARDINIA Capt. J. T. Jeffery	about 14th Sept.	Direct Service.
LONDON, via Spore, Penang, C'bo, Port Said and Marseilles	NAMUR Capt. A. Collyer	noon 22nd Sept.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office,
Hongkong, 5th Sept, 1916.

E. V. D. Parr,
Acting Superintendent.

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days

Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPRESS OF RUSSIA AND EMPRESS OF ASIA

16,850 tons Gross Register, Quadruple Screw, Speed 21 Knots.

Largest and most Luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPRESS OF RUSSIA	6 Sept.	EMPRESS OF RUSSIA	1 Nov.
Monteagle	8 Sept.	Monteagle	7 Nov.
Empress of Japan	20 Sept.	Empress of Japan	15 Nov.
EMPRESS OF ASIA	4 Oct.	EMPRESS OF ASIA	29 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

J. M. WALLACE,
General Agent, Passenger Department,
Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 28 1916. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON	Steamer	Sails.
.....	City of Norwich	5th Sept.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents,

or to REISS & Co., Canton
Hongkong, 3rd Aug., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

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SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
L'DON via Singa- pore, Malacca, Penang, Colombo, Durban, Cape Town, Teneriffe	Shio Maru Capt. Takano T. 12,570	(THURS., 7th Sept. at noon.
VICTORIA, B.O. and SEATTLE via Keelung, S'hai, Moji, Kobe, Yok- kaichi, Shanghai, and Yokohama	Shio Maru Capt. Asakawa T. 12,570 Shio Maru Capt. Noma T. 12,500	(THURS., 21st Sept., at noon. (TUES., 19th Sept., at 4 p.m. (WED., 11th Oct., at noon.
SYDNEY & MEL- BOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soryda T. 13,500 Nikko Maru Capt. Takeda T. 9,600	(TUESDAY, 12th Sept. at 4 p.m. (FRI., 13th Oct., at 4 p.m.
CALCUTTA via Spore, Penang and Rangoon	Ceylon Maru Capt. Teuda T. 10,000	(MONDAY, 11th Sept.
BOMBAY via Spore, Malacca & C'bo.	Yotoro Maru Capt. Ogura T. 8,000 Bombay Maru Capt. Shinobara T. 8,000	(TUESDAY, 12th Sept. (SATURDAY, 23rd Sept.
MOJI and Kobe	Colombo Maru Capt. Nomura T. 8,000	(WEDNESDAY, 20th Sept.
SHANGHAI, Kobe and Yokohama	Nikko Maru Capt. Takeda T. 9,600	(SUN., 10th Sept., at noon.
NAGASAKI, Kobe and Yokohama	Fushimi Maru Capt. Irizawa T. 21,900	(TUES., 5th Sept., at 4 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokkaichi, Yoko- hama, San Francisco Panama and Colon	Tokuyama Maru Capt. Nakamura Tons 15,000	Beginning of October.
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Wireless Telegraphy. NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
*Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.
Nippon Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.

Siberia Maru 19,000 - 18 knots
* For this voyage the Persia Maru will call at Honolulu.
* For this voyage the Persia Maru will call at Honolulu.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.
ROUNDS THE WORLD Tickets issued in connection with all the Principal
Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELOS,
SALINA CRUZ, PANAMA, OALIAO, IQUIQUE and VALPARAISO, THENCE
BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Anyo Maru	18,500 - 15 knots	20th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

T. DAIGO, Agent,
KING'S BUILDINGS.

JAVA-PACIFIC LIJN.

Monthly Service between
NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Arakan 11th Sept. S.S. Karimoen 11th Nov.

Tijsondori 12th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of
saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in
the United States of America and Canada.

For Particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

Telephone No. 291.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

SEPTEMBER 6 - NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

THE ROYAL MAIL STEAM

PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

HOMEWARD.

For Steamer. Date of Departure

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

14

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
H'HOW, PHOI & H'PHONG	Sungkiang	6th Sept. at 10 a.m.
SHANGHAI	Shantung	7th Sept. at 4 p.m.
MANILA, CEBU & ILOILO	Tean	12th Sept. at 4 p.m.
TIENSIN	Kueichow	13th Sept. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE.—Twin Screw Steamers "Chinua," "Taming,"
and "Teau." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Teau";
SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
S.S. "Anhui," "Chenau," "Luchow," "Yingchow," "Shan-
tung," and "Sinkiang" with excellent accommodation, electric
light and fans in Saloon and State-rooms, maintain a regular
schedule service between Canton, Hongkong and Shanghai, leaving
Hongkong for Shanghai direct every Tuesday, Thursday and
Sunday, taking cargo on through Bills of Lading to all Yangtze and
Northern China Ports. Passengers are landed in Shanghai, avoid-
ing the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRF,

Agents.

Telephone No. 34.
Hongkong Sept. 5, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijmanoeck	JAVA	6th Sept.	8th Sept.	AMOY & SHANGHAI
Tijlatap	JAVA & MAKASSAR	7th Sept.	11th Sept.	KOBE

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

Telephone No. 1574. JAVA-CHINA-JAPAN LIJN.

Yok Buildings. 116

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	16th Sept.	4th Oct. at 11 a.m.
St. Albans	2nd Oct.	15th Nov.

The above Steamers are fitted with Refrigerating Machinery, en-
suring a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.
All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

Life-saving Appliances in Ships.

The inefficiency of the present

life-saving appliances re-

quired on board ships under the

existing regulations has often

been remarked upon. After the

Titanic disaster, it was thought

necessary to provide boats in

sufficient numbers and capacity

to carry the total numbers of

passengers and crew, with the

result, that boats of all sizes and

kinds are piled up on the top

decks of large passenger liners.

But over and over again these

appliances have proved of little

use when the vessel herself has

been in danger. In some cases

the ship has been on fire, in others

has sunk so quickly as to allow

no time for launching them, or

again has, sometimes taken such

a serious list that it has been

impossible to launch the boats

at all on one side of the vessels.

In the case of the recent loss

of the Hampshire, it is notewor-

thy that while it was found

possible to launch some of the

boats—a fact which speaks

volumes for the efficiency and

discipline of the crew, since had

she been an ordinary mercantile

vessel it is doubtful if the boats

would have been launched

at all in such heavy weather

as prevailed, taking into

account that the crew would not

be so highly trained as in the

Hampshire, and that the passen-

gers themselves would add to the

difficulties—all those of the crew

who did survive were rescued by

means of floating rafts. In troop-

ships it has been customary to

provide loose logs of timber, or

anything that will easily float,

for use in the event of the vessel

foundering. All this would seem

to point to the discontinuance of

the life-boats—at any rate, as we

know them to-day—and certainly

the launching arrangements will

have to be drastically altered if

they are to be of any use at all.

With the extensive experience

that has been unfortunately gain-

ed during the present war with

regard to life-saving at sea, it

may be hoped that it will be found

possible to modify the existing

life-saving appliances, so that

they may be rendered more effec-

tive for the purpose they are

intended to serve.—Times

SHIPPING

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)
The S.S. "S. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN DELI (Sumatra) via Swatow.

Next departure from Hongkong: September 25, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to—

York Building, Tel. 1574 & 1575. JAYA-CHINA-JAPAN LIJN.
Hongkong, 29th May, 1916. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong.

S.S. "ECUADOR" October 7 1916.
S.S. "VENEZUELA" ...
S.S. "COLOMBIA" ...

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. For further information, rates, literature, schedules etc., Apply to—

Company's Office in
ALEXANDRA BUILDINGS,
Telephone No. 141. Chater Road.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.

TAIKOO DOCKYARD,
BUILDERS OF SHIPS, ENGINES,
BOILERS

Of all Types and Sizes. Repairers, Salvors,
Forgemasters, Brass and Iron Founders,
Electrical and Mechanical Engineers.

GRAVING DOCK.

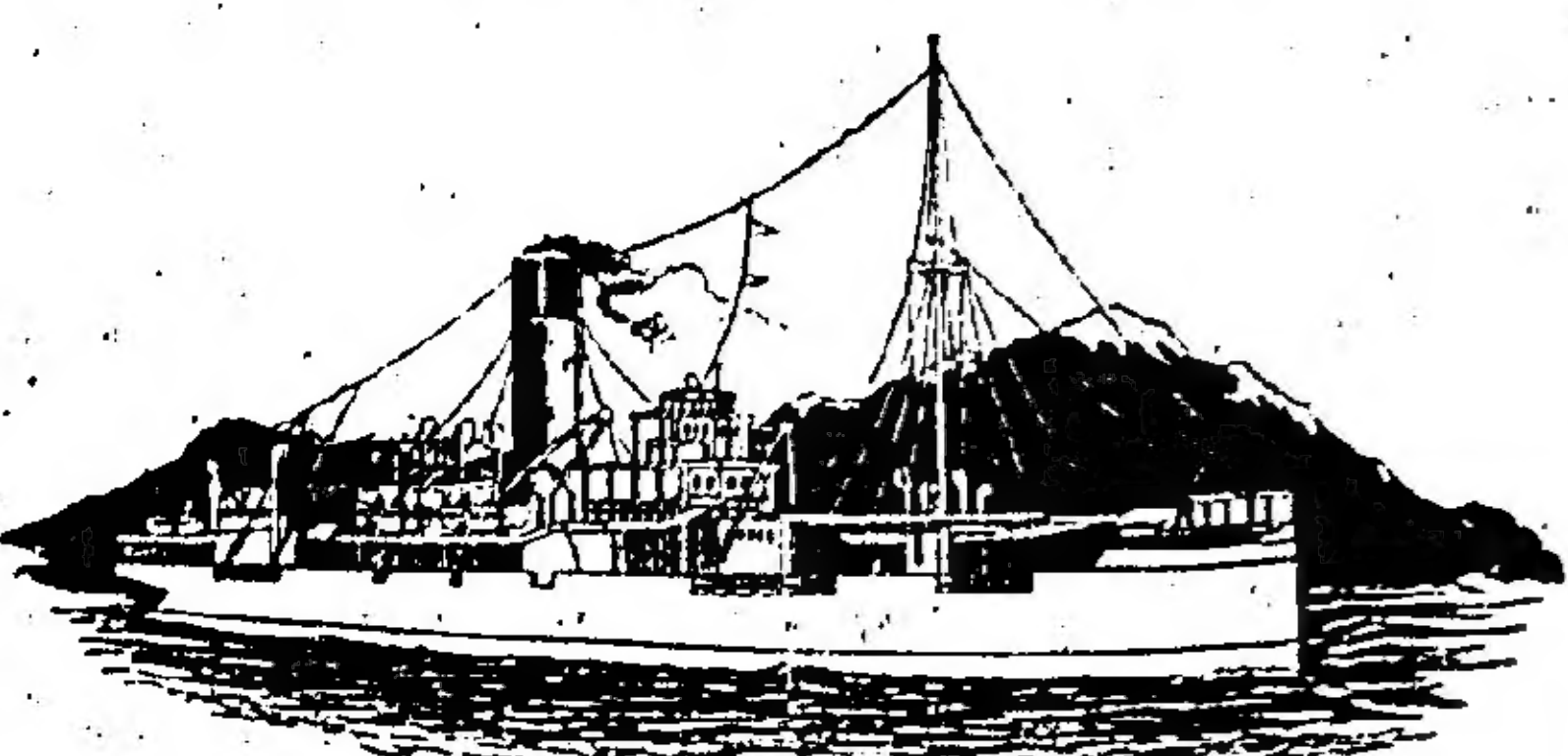
78' X 88' X 34'-6"

PATENT SLIPWAYS.

Take Vessels up to 3,000 Tons Displacement

ELECTRIC CRANES

Ranging up to 100 Tons.



S.S. "KAJANG" launched April, 1916.

OXY-ACETYLENE
and Electric Welding Systems.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

Mr. ROXBURGH, Messrs THORNYCROFT'S Representative, is at present in

Hongkong and may be seen by appointment.

Marine & Road Motors, Light Draft Carriers,
Gunboats, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every descrip-
tion. Motor Pumping Sets, Motor Vehicles, &c.

THE TAIKOO DOCKYARD AND
ENGINEERING COMPANY,
OF HONGKONG, LIMITED.

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN, AGENTS.
Tel. Address "TAIKOODOCK" Tel. No. 212.

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To Be Despatched.
London via the Cape	C. of Norwich	B. L. 144	5, Sept.
London via Cape Town	Iyo M.	N. Y. K.	7, Sept.
London via Ports	Agamemnon	B. & S.	8, Sept.
Genoa and London	Malta	F. & O.	8, Sept.
Genoa, London and Hull	Glenlogie	S. T. & Co.	9, Sept.
London via Ports	Glenlogie	S. T. & Co.	15, Sept.
London via Cape Town	Namur	P. & O.	22, Sept.
Liverpool via Ports	Miyasaki M.	N. Y. K.	21, Sept.
London, via Cape Town	R. Compion	B. & S.	27, Sept.
	Kitano M.	N. Y. K.	5, Oct.

NEW YORK, SAN FRANCISCO AND CANADA

San Francisco via Japan	China	C. M. S. S.	6, Sept.
Vancouver via Japan	E. of Russia	C. P. O. S.	6, Sept.
Vancouver via Japan	Montezuma	C. P. O. S.	8, Sept.
Havana and New York	Eurymachus	B. & S.	8, Sept.
San Francisco via Japan	Arakan	J.C.J. L.	11, Sept.
Victoria, B.C., & Seattle	Sado M.	N. Y. K.	19, Sept.
Seattle	Protesilaus	B. & S.	20, Sept.
Vancouver via Japan	E. of Japan	C. P. O. S.	20, Sept.
San Francisco via Manila	Persia M.	T. K. K.	21, Sept.
South American Ports	Anjo M.	T. K. K.	20, Sept.
Vancouver via Japan	E. of Asia	C. P. O. S.	4, Oct.
Victoria B.C. via Japan	Shidrukam	N. Y. K.	11, Oct.
San Francisco via Japan	Tjondari	J.C.J. L.	12, Oct.

AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	12, Sept.
Australia via Manila	Eastern	G. L. Co.	4, Oct.
Australia via Manila	Nikko M.	N. Y. K.	13, Oct.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Shanghai	Namur	P. & O.	5, Sept.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	5, Sept.
Manila, Cebu and Iloilo	Taming	B. & S.	5, Sept.
Shanghai, Kobe and Yokohama	Fuehimi M.	N. Y. K.	5, Sept.
Shanghai via Swatow	Kwongsang	J. M. Co.	5, Sept.
Shanghai	Luchow	B. & S.	5, Sept.
Swatow/Singapore	Chusan	B. & S.	5, Sept.
Shanghai and Japan	Demodocus	B. & S.	6, Sept.
Shanghai, Japan & Vladivostok	Machao	B. & S.	6, Sept.
Hoihow, Pakhoi and Haiphong	Sunkiang	B. & S.	6, Sept.
Shanghai, Moji and Kobe	Bombay M.	N. Y. K.	7, Sept.
Shanghai	Shantung	B. & S.	7, Sept.
Weihaiwei and Tientsin	Cheongshing	J. M. Co.	8, Sept.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	8, Sept.
Amoy and Shanghai	Tjimanook	J.C.J. L.	8, Sept.
Singapore and Penang	Pooshing	J. M. Co.	8, Sept.
Shanghai and Japan	Wosang	B. & S.	8, Sept.
Manila	Perseus	B. & S.	9, Sept.
Manila	Titan	B. & S.	9, Sept.
Manila	Loongang	J. M. Co.	9, Sept.
Manila, Kobe and Yokohama	Teiresias	B. & S.	9, Sept.
Shanghai, Kobe and Moji	Nikko M.	N. Y. K.	10, Sept.
Calcutta via Ports	Ceylon M.	N. Y. K.	11, Sept.
Bombay via Singapore	Penang M.	N. Y. K.	11, Sept.
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	12, Sept.
Bombay via Singapore	Yetofofu M.	N. Y. K.	12, Sept.
Manila, Cebu and Iloilo	Tea	B. & S.	12, Sept.
Weihaiwei and Tientsin	Chipsing	J. M. Co.	12, Sept.
Tientsin	Kueichow	B. & S.	12, Sept.
Shanghai, Moji and Kobe	Sardinia	F. & O.	14, Sept.
Singapore, Penang & Calcutta	Fookseang	J. M. Co.	14, Sept.
Calcutta via Ports	Tosa M.	N. Y. K.	16, Sept.
Shanghai, Kobe & Yokohama	Hirano M.	N. Y. K.	17, Sept.
Shanghai and Japan	Colombo M.	N. Y. K.	20, Sept.
Shanghai and Japan	Glaucus	B. & S.	20, Sept.
Sandakan	Neleus	B. & S.	21, Sept.
Moji and Kobe	Mausang	J. M. Co.	21, Sept.
Bombay via Singapore	Bombay M.	N. Y. K.	23, Sept.
Belawan Deli (Sumatra) via S'atow	Totomi M.	N. Y. K.	25, Sept.
Manila	S. Jacob	J.C.J. L.	25, Sept.
	Ixion	B. & S.	1, Oct.

CONSIGNEES

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG
& SINGAPORE.

THE Steamship

"KUTSANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th Sept. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-
signed by—

JARDINE, MATHESON
& Co., Ltd.
General Managers.

Hongkong, 30th August, 1916.

TO SAIL

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

"BLUE FUNNEL" LINE.

New York Service.

Hongkong to Havana and
New York.

S.S. "EURYMACHUS"

Ready to load about 8th
September.

For Rates of Freight and fur-
ther information apply to—

BUTTERFIELD & SWIRE,
Agents.

GLEN LINE

(MCGREGOR, GOW & CO.) Ltd.

For Genoa & London.

THE Motorship

"GLENCELYN"

9,500 Tons D. W.

will be despatched for the above
ports on Tuesday, the 12th Sept.,
1916.

For freight, passage and further
information, apply to—

SHEWAN TOMES & CO.,
Agents.

For the best Meals, Refresh-
ments, Bread, Cakes and Con-
fectionery at before-the-war
prices. ALEXANDRA CAFE.

MOVEMENTS OF
STEAMERS.

ENGLISH MAIL.

The P. & O. H. Meward Mail Steamer
MALWA with the Hongkong Mail of the
25th July, arrived at Marseilles on Thurs-
day, the 31st ultimo.

The P. & O. Outward Mail Steamer
MOEBA with the London Mail of the
18th ultimo, arrived at Port Said on
Saturday, the 2nd instant.

The P. & O. s.s. MALTA left Shang-
hai for this Port on the 4th instant, at
6 a.m. with the Homeward English Mail's
and is due here on the 7th instant at
about daylight.

CANADIAN MAIL.

The C. P. O. S. s.s. EMPRESS OF
JAPAN due to arrive Yokohama on the
7th Sept. at 8 a.m.

AU-TRALIAN MAIL.

The E. & A. S. S. Co's s.s. EASTERN
left Sydney (via Queensland Ports, Port
Darwin & Manila) for the Port on 25th
inst. with the Australian Mail, and is due
here on the 16th Sept. at about noon.

VESSELS IN PORT.

Steamers:

Huawei, Br. s.s. 1276, Smith, 21st Aug.	—Penang, 15th Aug. Gen.—
Camichael & Clarke.	
Tonghoong, Br. s.s. 1314, Prynn, 21st Aug.	—Saigon, 17th Aug. Gen.—Chinese.
Chengchi, Br. s.s. 1358, Speed, 24th Aug.	—Bangkok, 14th Aug. Gen.—B. & S.
Szechuen, Br. s.s. 1150, Peacock, 24th Aug.	—Swatow, 23rd Aug. Samahn
—B. & S.	
Mauvank, Br. s.s. 1644, Alcock, 27th Aug.	—Sandakan, 22nd Aug. Timber
—J. M. & Co.	
Chibbi, Br. s.s. 1149, Lloyd, 29th Aug.	—Weihaiwei, 22nd Aug. Gen.—B. & S.
Foehsing, Br. s.s. 1423, Hay, 29th Aug.	—Pascoera, 19th Aug. Sugar—J. M. & Co.
Laisang, Br. s.s. Nichol, 29th Aug.—Kobe,	22nd Aug. Gen.—J. M. & Co.
Montezuma, Br. s.s. 3383, Hailey, 30th Aug.—Shanghai, 17th Aug. Gen.—C. P. O. S.	
China, Amer. s.s. 3186, Dobson, 31st Aug.—Shanghai, 29th Aug. Gen.—C. M. S. S. Co.	
Laertes, Br. s.s. 1310, Jenkins, 31st Aug.—Saigon, 31st Aug. Gen.—Chinese.	
Aymeric, Br. s.s. 3383, Hailey, 1st Sept.—Mororan, 23rd Aug. Gen.—B. L.	
Chusan, Br. s.s. 1338, Robertson, 1st Sept.—Swatow, 31st Aug. Gen.—B. & S.	
Honol, Br. s.s. 713, Morvan, 1st Sept.—Haiphong, 31st Aug. Gen.—Marty.	
Manila, Br. s.s. 6789, Kobayashi, 1st Sept.—Shanghai, 29th Aug. Gen.—O. S. K.	
Tacoma M. Jap. s.s. 3644, Hamada, 1st Sept.—Manila, 29th Aug. Gen.—O. S. K.	
Taming, Br. s.s. 1356, Pennefather, 1st Sept.—Manila, 29th Aug. Gen.—B. & S.	
Empress of Russia, Br. s.s. 8789, Robert- son, 2nd Sept.—Manila, 31st Aug. Gen.—C. P. O. S.	
Shunchoong, Chl. s.s. 839, 2nd Sept.—Pakhoi, 31st Aug. Gen.—E. H. Ray.	
Taiwan M. Jap. s.s. 1145, Hanbayashi, 2nd Sept.—Haiphong, 1st Sept. Gen.—Chinese.	
Titan, Br. s.s. 3730, Read, 2nd Sept.—Vancouver, Gen.—B. & S.	
Childar, Nor. s.s. 1172, Nielsen, 3rd Sept.—Bangkok, 28th Aug. Rice—T. & Co.	
O'foof, Chl. s.s. 3551, Thomson, 3rd Sept.—Saigon, 30th Aug. Order.	
Haitan, Br. s.s. 1187, Thomson, 3rd Sept.—Swatow, 2nd Sept. Gen.—D. L. & Co.	
Myosian M. Jap. s.s. 1741, Kats, 3rd Sept.—Samarang, Sugar—M. B. K.	
Prometheus, Nor. s.s. 1027, Jensen, 3rd Sept.—Bangkok, 27th Aug. Rice—T. & Co.	
Sungkiang, Br. s.s. 987, Troubridge, 3rd Sept.—Haiphong, 2nd Sept. Gen.—B. & S.	
Derwent, Br. s.s. 1728, Jenkins, 4th Sept.—Saigon, 31st Aug. Rice—Chinese.	
Shantung, Br. s.s. 1568, Meathrel, 4th Sept.—Amoy, 31st Aug. Gen.—B. & S.	
Tokuwa, Fr. s.s. 691, Troer, 4th Sept.—Bangkok, 28th Aug. Rice—Hay.	

VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
B. & S.	Agapenor	7,565	Sept. 5	Shanghai
B. & S.	Machao	6,737	Sept. 5	Singapore
P. & O.	Banca		Sept. 5	Singapore
N. Y. K.	Iyo Maru	12,500	Sept. 6	Yokohama
J.C.J. L.	Tjimanook		Sept. 6	Java
P. & O.	Malta		Sept. 7	Yokohama
B. & S.	Perseus	6,728	Sept. 7	Singapore
B. & S.	Damodocus	6,689	Sept. 7	Singapore
N. Y. K.	Yetofofu Maru	8,000	Sept. 8	Kobe
B. & S.	Teiresias	7,606	Sept. 8	Liverpool
P. & O.	Sardinia		Sept. 9	Bombay
N. Y. K.	Penang Maru	9,100	Sept. 9	Kobe
N. Y. K.	Sado Maru	12,570	Sept. 10	America
N. Y. K.	Tango Maru	13,500	Sept. 11	Yokohama
B. & S.	Protesilaus	9,547	Sept. 14	Manila
G. L. & Co.	Eastern		Sept. 16	Australia
B. & S.	Glaucus		Sept. 19	Liverpool
N. Y. K.	Miyazaki Maru	6,100	Sept. 20	Yokohama
B. & S.	Neleus	6,684	Sept. 20	Liverpool
P. & O.	Namur		Sept. 21	Kobe
B. & S.	Ixion	10,220	Sept. 21	Seattle
G. L. & Co.	St. Albans		Oct. 21	Australia

NOTICE.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all
parts of the commercial world.

BANKERS.
FORWARDERS.
TOURIST AGENTS.

AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

CONSIGNEES.

AMERICAN & ORIENTAL
LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"AYMERIC"

having arrived, Consignees of
cargo are hereby informed that
all Goods are being landed at
their risk into the Godowns of the
Hongkong and Kowloon Wharf
and Godown Co., Ltd., from
whence delivery may be obtain-
ed.

No claims will be recognised
after the Goods have left the
Godowns and all goods remain-
ing undelivered after the 7th
instant will be subject to rent.

All claims against the Steamer
must be presented to the Under-
signed on or before the 14th in-
stant, or they will not be recog-
nised.

All broken, chafed, and damag-
ed Goods are to be left in the
Godowns, where they will be
examined on the 7th instant.

No Fire Insurance whatever
will be effected.
Bills of Lading will be counter-
signed by

THE BANK LINE, LTD.
General Agents.

Hongkong, 1st September, 1916.

CONSIGNEES

CHINA MAIL S.S. CO., LTD.

From SAN FRANCISCO,
HONOLULU and JAPAN
PORTS.

THE Steamship

"CHINA"

having arrived, Consignees of
cargo on board are requested to
send in their Bills of Lading duly
endorsed for countersignature
and take immediate delivery of
their cargo from ship's side.

Cargo impeding discharge will
be landed into the Co's Godown
at Consignees risk and expense.

Cargo undelivered on and after
September 6th, 1916, will be sub-
ject to storage charge.

All claims must be presented
on or before 14th September, 1916,
or they will not be recognised.

All damaged packages will be
examined at the Co's Godown on
Tuesday, 5th September at 2.30
p.m.

No Fire Insurance will be
effected.

O. H. RITTER,
Agent.

SHARE MARKET
QUOTATIONS.

Up To The Minute.

Douglases.	a. \$	136.00.
Indos (Def.)	a. \$	128.00.
Steamboats.	b. \$	22.00.
China Sugars.	b. \$	110.50.
Malabar Sugars.	a. \$	38.00.
K'loon Docks.	a. \$	131.00.
Ewos.	b. T	150.00.
Kung Yiks.	sa. T	14.25.
Cements.	b. \$	9.70.
H.K. Tramways.	sa. \$	7.55.

LAWN BOWLS.

Civil Service v. Police.

The above League match will take place on Saturday next on the Police ground at 4 p.m. The following will play for Civil Service:—W. Woolley, O. J. Tachib, E. H. Mace, E. W. Dawson (skip); J. Carr, P. T. Lambie, W. Higby, R. Duncan (skip); H. J. Stanley, W. Fincher, W. Hill, J. B'ake (skip).

Civil Service "A." v. Kowloon "A."
The above match will be played on the Civil Service Ground on Saturday next at 4 p.m. The following will play for Civil Service:—C. Sara, H. Langdon, F. L. Cooke, O. H. Parkinson (skip); M. Hull, A. Bower, W. Smith, J. Oxberry (skip); E. W. Hamilton, R. Wood, F. Bacon, J. McLeod (skip).

COMMITTED FOR TRIAL.

The Charge Against a Police Reservist.

The case in which R. H. Castro, a Police Reserve constable, is charged with fraudulently obtaining \$230, was continued at the Police Court this afternoon before Mr. J. R. Wood.

Mr. J. H. Gardiner appeared for the prosecution and Mr. D'Almada for the defence.

Recalled, a witness said defendant handed him the promissory note outside the court buildings. He made a mistake the other day when he said he took the note away at 9 o'clock. He took it away at 2 o'clock.

In answer to Mr. D'Almada, witness said there was no mistake in the statement that he heard of a letter in consequence of which he came down from Shanghai with \$230.

Re-examined, witness said he first heard about the letter on June 22. He had remembered these matters since he last gave evidence.

The senior warder of Victoria Gaol said a prisoner named Wong Nei-ying was admitted to the prison on May 27, for four months' hard labour. He was still in gaol.

Mr. D'Almada said it was his intention, as he had said before, to reserve his defence.
His Worship said he was bound to commit defendant to the Sessions.

NEW GERMAN TONE.

"Death Dance of Battles" Just Begun.

Max Osborn, writing from the Western Headquarters to the *Vossische Zeitung*, makes significantly frank admissions as to heavier German losses and the decisive importance of the present struggle. Writing on July 20 he says:—"That is the horror of these days—we are shaken by burning pain as new streams of German blood are flowing, and we recognize our powerlessness over what cannot be changed. After two years of war the angel of destruction is passing through the ranks of the German arms with fury and mercilessness, as if the death dance of battles had just begun."

We state the fearful losses our enemies suffer, but do not blind our eyes to the new mourning which has come to us, nor to the over-seriousness of the fate of this decisive battle raging on all fronts. "It is now a question of the life or death of our nation. We stand differently now as compared with August, 1914. Unexampled deeds of fame lie between, but still the concluding point has to be reached, and everything is in the balance—life or death."

A PARLIAMENTARY
"SCENE."

Mr. Ginnell Suspended for Disorderly Conduct.

In the House of Commons on July 27, Mr. L. Ginnell (North-Westmeath) asked the Under Secretary for Foreign Affairs if he would explain the delay in issuing the passport for which he had applied to enable him to visit certain countries for the purpose of studying pest industries with a view to the utilisation of bogs in Ireland after the war.

Lord R. Cecil replied that in view of the proceedings taken against the hon. member the issue of a passport had been stopped. Mr. Ginnell asked if it would be issued immediately after these proceedings came to an end.

Lord R. Cecil:—That depends a little on the result. (Laughter.) Mr. Ginnell asked the Prime Minister whether the military authorities in Ireland at the time of the insurrection had Government sanction; either in advance or subsequently, for bombarding the headquarters of the Cumann-na-mban nurses, cutting the Red Cross of their dresses, and imprisoning them as criminals; and what had been the result to Colonel Portal of his special activity in this conduct.

Mr. Forster:—There is no truth in the insinuations contained in this question, and the question of Government sanction does not therefore arise. The headquarters of the Cumann-na-mban nurses were in Dawson Street, and were not bombarded. This society has nothing to do with the Red Cross. The majority of the women arrested carried firearms, and some were known to have used them.

An Accusation of "Insolence."

Mr. Ginnell:—In view of the hon. gentleman's insolent answer—(loud cries of "Order.")

The Speaker:—I did not catch the word the hon. gentleman used. (Cries of "Insolence.")

Mr. Ginnell:—I said in view of the hon. gentleman's insolent answer. (Renewed cries of "Order.")

The Speaker rose, but Mr. Ginnell remained standing.

The Speaker:—The hon. member must conform to the usual rules of this House. That is not the proper way to address a Minister.

Mr. Ginnell:—I am accused of a want of truth. I ask whether Colonel Portal denies—

The Speaker:—I must ask the hon. member to put the next question on the paper.

Mr. Ginnell:—I ask whether Colonel Portal denies the allegation in this question. He does not deny it. (Cries of "Order.")

The Speaker:—I asked the hon. member to put the next question.

Mr. Ginnell:—I asked whether Colonel Portal denies that he ordered these men to cut the Red Cross off the dresses of these nurses, and that the men carried out the orders. (Cries of "Order" and "Name him.")

The Speaker:—If the hon. member cannot behave himself properly I shall ask him to withdraw.

Mr. Ginnell:—I am behaving myself.

The Speaker:—Then I shall not call upon him to put any further questions. (Cheers.)

Mr. Ginnell:—I beg to ask question 47. (Cries of "Sit down.")

The Speaker:—I have already informed the hon. member that as he cannot comply with the ordinary customs of the House I shall not call upon him to ask any further questions.

Mr. Ginnell:—May I ask under what Standing Order am I refused the right to put questions which are properly on the order paper?

The Speaker:—Under the Standing Order dealing with disorderly conduct.

Mr. Ginnell:—Is it disorderly conduct to ask a question on the paper, and to defend the truth of it?

The Speaker:—I have already pointed out to the hon. member that his language is disorderly, and that his conduct in insisting on speaking while I am on my feet is disorderly.

Mr. Ginnell:—Is it disorderly to maintain the truth of a question on the paper?

The Speaker:—It is disorderly to use the language the hon. member has been using, and to conduct himself in the way he has been conducting himself. (Cheers.)

Mr. Ginnell:—Do you rule that it is disorderly to maintain the truth of a question on the paper? The Speaker:—I have already dealt with that.

The Speaker Defied.

Mr. Ginnell:—Mr. Speaker, I ask question 47.

The Speaker:—If the hon. gentleman persists in interrupting the proceedings I shall have to call upon him to withdraw.

Mr. Ginnell:—You are violating the rules. (Cries of "Sit down" and "Name him.")

The Speaker:—I call on the hon. member to withdraw. (Cheers.) Mr. Ginnell remained sitting.

The Speaker:—Does the hon. member propose to withdraw?

Mr. Ginnell:—I follow the paper in my hands.

The Speaker:—I have to call the attention of the House to the fact that the hon. member for North-Westmeath, having been called upon to withdraw, declines to withdraw. I must name him to the House. (Cheers.)

Mr. Asquith (Prime Minister):—Mr. Speaker having named the hon. member, I move that he be suspended from the service of the House.

Mr. Ginnell:—For how long? (Laughter.)

The Speaker:—The question is that the hon. member for North-Westmeath be suspended from the service of the House.

The question was then put, and there were loud cries of "Aye," Mr. Ginnell himself being the only person to say "No," at which there was some laughter.

The Speaker:—I must now ask the hon. member to withdraw.

Mr. Ginnell:—I ask question 47.

The Speaker repeated his request for the hon. member to withdraw, but Mr. Ginnell remained seated with folded arms.

The Speaker:—I call on the Sergeant-at-Arms to remove the hon. member for disobedience to the orders of the House.

The Sergeant-at-Arms then approached the hon. member, who was seated on the third bench below the gangway between Mr. A. Lynch and Mr. J. G. Swift MacNeill. Mr. Dillon, who occupied the corner seat, and Mr. Swift MacNeill left their places, and the Sergeant-at-Arms asked the hon. member to withdraw, but Mr. Ginnell refused.

The Sitting Suspended.

The Sergeant-at-Arms then came to the table and said: The hon. member refuses to obey your orders.

The Speaker:—Then I shall suspend the sitting of the House until such time as the hon. member withdraws.

Mr. B. L. Outhwaite (L—Hampshire):—On a point of order—

Sir A. B. Markham (L—Manchester):—Sit down.

The Speaker then left the chair, and the Sergeant-at-Arms removed the hon. member. Mr. Ginnell remained seated while a group of members, including Mr. L. M. Deasy, Mr. Lynch, Mr. Outhwaite, and Sir W. P. Byles, gathered around him, urging him to comply with the request to withdraw.

A few minutes later the Sergeant-at-Arms again approached him, and after a short conversation with the hon. members succeeded in inducing him to withdraw. On hearing of this the members trooped into the House, the Speaker took the chair, and business was resumed.

Magisterial Money-making.

Under the Weights and Measures Ordinance, several shopkeepers were charged at the Police Court this morning, before Mr. J. R. Wood. No less than \$215 was imposed in fines in about ten minutes; sums ranging from \$50 to \$10 being imposed.

THE BURNING
MOTORSHIP.

The Glenartney Ablaze.

Last night, says the *Singapore Free Press* of August 29, the fire on the motorship *Glenartney*, lying scuttled alongside the Middle Wharf at Tanjong Pagar, was still burning after three full days. On Sunday evening it seemed that the fire brigades were getting the mastery of the outbreak, but some hours later the situation was as bad as ever, possibly owing to the fall of the tide leaving more of the vessel above water. Throughout the night, and yesterday, the firemen worked unrelentingly, and by last evening they appeared once more to be gaining appreciably on the flames. Yet it is unlikely that they can do more than keep the fire from spreading. The liquid fuel and other highly inflammable material of which it has got such a firm hold must be burnt out before it can finally be tackled with definite prospect of completely subduing it. It is impossible to say how much longer the outbreak may continue. But every effort will be made to prevent it from spreading. The European crew, by the way, are being accommodated at Stamford House, Bras Basah Road.

The vessel is now lower than she was after the scuttling, when she did not completely ground, as was thought. She lies on an almost even keel, her after-deck completely submerged, and the foredeck awash at high water. She is almost undamaged forward, and yesterday operations for the removal of much of the cargo were possible.

There seems to have been something very unsatisfactory in the relations between the Singapore Harbour Board Fire Brigade and the Municipal Fire Brigade. The services of the latter, available when desired from the first, might have been accepted much sooner; the probable effect of their earlier intervention is a matter for surmise, but it can only have been highly beneficial, and it seems a great pity that with a valuable ship seriously afloat there should have been the slightest reluctance or quibbling about obtaining every possible degree of assistance. The whole circumstances give rise to some very urgent questionings. Possibly more may be heard of them. It is a matter on which the owners and agents of ship and cargo may have something to say.

POLICE RESERVE
ORDERS.

Orders issued to-day by Mr. F. C. Jenkin D. S. P. (Reserve) state:—

Lecture Cancellation.

The Lecture on Discipline and Routine, fixed for Thursday, Sept. 7, is adjourned pending the issue to all ranks of the Police Reserve Standing Orders, now in the course of printing.

Addresses and Telephone Numbers.

The officers in Charge of No. 1 Platoon, No. 2 Platoon, No. 2 Company, No. 3 Company, No. 4 Company, the Band, the Orchestra, the Mounted Police, Motor Patrols, Ambulance Platoon and the Maxim Gunners will forthwith send to this office a list stating the Name, Business Address, and Telephone Number, Private Address and Telephone Number of every Inspector, Sergeant, and Equipment Officer in their respective units.

All Members of the Staff will send similar information regarding themselves direct to this office. This information must be sent in before Saturday, Sept. 9.

Ambulance Platoon.

All ranks will attend in plain clothes for Stretcher Drill at Central Station on Friday, Sept. 8, at 5.30 p.m.

No. 3 Company.

Parade at Central Station at 9 p.m. on Wednesday, Sept. 6, in previous Orders.

SANITARY BOARD.

Questions Regarding the Cholera Outbreak.

A meeting of the Sanitary Board was held this afternoon, over which the President, Mr. D. W. Taitman, presided.

The Macao Epidemic.
The following questions, of which notice had been given, were asked by Mr. F. B. L. Bowley:—

(i) How many deaths from cholera have been reported from Macao for the weeks ending 13th, 20th and 27th August, and 3rd September respectively?
(ii) Did the Principal Civil Medical Officer (Hongkong) visit Macao? and did he satisfy himself that the 61 deaths reported as due to "Enteritis Febrilis" during the week ending 13th August and the 16 deaths reported as due to "Gastro-enteritis" during the same period were not due to cholera?

(iii) How many cases of cholera, and how many deaths from cholera occurred in Hongkong during the weeks ending 13th, 20th and 27th August, and 3rd September respectively? how many of the cases were imported? and from what places?

The following were the replies given:—

(i) Fourteen, nine and seven respectively. No returns have yet been received for the week ending September 3.

(ii) The reply to the first part of the question is in the affirmative. The Principal Civil Medical Officer was accompanied on his visit by the Government Bacteriologist. The Principal Civil Medical Officer, who arrived in Macao on August 19, took no steps in the matter of the deaths which occurred there in the week ending August 13, being satisfied to accept the statement of the Macao medical authorities. Dr. Johnson satisfied himself that the report as to the prevalence of cholera in Macao had been greatly exaggerated.

(iii) None, seven, one and one respectively, one of which terminated fatally. The first seven were imported from Macao.

The Question of Water Supply.

An application was considered for permission to erect a urinal at No. 5, Duddell Street.

On this matter Mr. Bowley had asked who were the real occupants and what the premises were used for.

The President replied that the occupiers were Messrs. W. G. Humphreys and Company and the ground floor was used as godowns and the first floor as offices.

The President did not think they could possibly recommend the application, as it was absolutely contrary to their usual procedure to allow water to be taken from the mains.

Mr. Bowley, moving the granting of the application, said if the supply was metered it would be paid for. He thought there could therefore be no objection.

Dr. Ozorio seconded, but Mr. Goldring said, as much as they would like to see a water carriage system devised, their present supply of water did not permit of it.

The application was refused, only Mr. Bowley and Dr. Ozorio voting in its favour.

An application was made for permission to erect 2 urinals at No. 147, Connaught Road Central, Praya Reclamation to Marine Ltd. No. 213.

Mr. Bowley had minuted as follows:—The applicants should have a constant water supply and should fix an automatic flushing tank.

Mr. Goldring stated, on the minutes:—Grant, subject to the fixing of an automatic flushing tank.

Mr. Chan Kai-ming had said:—Refuse. The Colony can ill-afford to supply water from the mains for flushing purposes.

The President had added:—I agree with Mr. Chan Kai-ming. There is a public urinal on the Praya about 80 yards away.

Mr. Bowley suggested that the application should be adjourned until a report had been received from the Director of Public Works as to whether the supply could be constant.

The Board decided, however, on grounds similar to those in the proceedings, to refuse the application.

ROAD-BUILDING
IN CHINA.

A New Highway for Peking.

When Dr. Paul S. Baer, the American Minister, left for Peking early in July, the last public statement he made was that given to an interviewer for the *N. O. Daily News* on the Municipal jetty. He deplored the fact that Shanghai has no roads leading into the country and offered the suggestion that it might be possible to build roads to Soochow, Hangchow, etc., by a combination of private and Chinese government capital, as China is now beginning to take an interest in the importance of roads.

A Washington report says that Dr. Baer has advised the Department of State that an American company is the pioneer in North China in building a road for the operation of a motor-truck and passenger-motor line from Peking to the Summer Palace. Dr. Baer's report says:—

"Under the terms of an agreement for road construction just consummated with the Governor of Peking and in return for furnishing a loan of \$100,000 Mexican (\$54,600 United States) gold at present exchange in China), an American company has been granted an exclusive franchise for 20 years to operate motor freight and passenger services across the road to be constructed. The highway will extend from the City of Peking to the Western Hills (Summer Palace) by way of the Marco Polo Bridge, and it is expected that its construction, by making the Hills directly and readily accessible to Peking, will lead to the development of suburban residence areas in that region."

"It is understood that the building of this highway is only the first step in an extensive plan of public road construction in Chihli Province."

New Hongkong Theatre.

There will be a complete change of programme at the New Hongkong Theatre to-morrow night. There will be a matinee at 5.15 p.m.

Macao Mortality Returns.

The returns of deaths from Macao showed that during the week ending August 13 there had been fourteen deaths from cholera; during the week ending August 20, nine deaths from the disease; and during the week ending August 27, seven deaths.

On this report, Mr. Bowley had asked why the return for the 13th was delayed. It was dated the 16th, and was not circulated until the 22nd, but should have been before the Board meeting on the 22nd.

It was stated in reply that the report was a copy sent from Macao until the 21st, and, on being received in Hongkong the following day, was sent out at once.

Hongkong's Death Rate.

The mortality returns for Hongkong for the week ending August 13 showed that the death rate was 29.1 per thousand per annum, whereas the death rate last year at the same time was 23.9. For the week ending August 20, the rate was given as 33.7 and that of the corresponding week of last year as 19.7.

Two Infected Rats.

The rat returns showed that during the week ending August 19 there were 2,034 rats killed in the Colony, two of these, from Kowloon, being found to be infected. In the following week there were 2,045 killed, none being infected.

Lime-washing.

Upon a report of a sub-committee appointed to investigate a complaint with regard to the lime-washing of certain houses at Hungnam, the Board considered the question of general lime-washing.

It was announced by the President that he proposed to offer to lime-wash a certain number of houses in each health district free, on the application of the owners. That was an experiment, and he hoped they would have more applications than they could deal with.

It was agreed, on the proposition of Mr. Bowley, that the Department engage an additional twenty men for lime-washing, and that a certain number of houses be lime-washed free.

FUTURE OF RUBBER
SHARES.

Rubber's "Day" will come After the War.

The rubber market, out of fashion, written exchange correspondent mentioned by the *Economist*, July 8. The monotony of a fall of a farthing per diem in the price of the raw material is greater in effect than the exhilaration produced by a daily rise of twice, or four times, that amount. At 3s. 3d. per lb. there is no stretch for imagination. Certainly this price will allow for profits of 100 to 125 per cent., but what are these to hungry investors who cover rooms of paper with calculations based upon rubber at 4s. per lb.?

It is all very well to work out rule-of-thumb estimates as to dividends and prices upon the known factors of costs, storage, production, market capitalisation, and all the other ingredients with which the rubber mathematician casts his prophecies. What he does not know is, unfortunately, a vital element in the proposition; he cannot tell what the average price of rubber is going to be for any particular year, and, moreover, he does not know what provision to allow for excess profits tax. With the price of the commodity on the downgrade, the prospective buyer hangs back. If rubber drops from 4s. 3d. per lb. to 2s. 3d., what can prevent it from going to a florin, or possibly lower, unless the big consumers in the United States suddenly turn buyers again?

Holders of shares show no particular anxiety to sell. There is no trace of nervousness, so far as a general survey of the position permits a view to be formed. But instead of the public being mostly buyers, they are now doing little in the rubber market; they are turning their attention and money to some of the other industries that happen to be more popular for the time. It is unlikely that supplies of rubber shares should be released from holders in the Middle East (who can sell if they put the money into British Government securities) just at the moment when the market happened to be on the wane. What selling there is, of any material extent, comes from such proprietors, and as prospective buyers are shy, dealers are none too ready to place shares on their books. These influences, of course, are of the temporary character.

After the war rubber will be more than ever wanted, though the augmented outputs from the increasing multitude of important producers will no doubt prevent the price of the stuff from going to fantastic figures. Therefore, the conclusion of peace can be awaited, by the holders of rubber shares, with greater composure (as regards his investments) than by the speculator in what are called war-profits companies. Between then and now what is going to happen? Mining Lias seems rather inclined to look for no particular change, in the present sagging state of the raw material, until the autumn. The stock exchange market is frankly puzzled, and, with buyers cautious late prices sag away of their own weight. It is no new experience, however annoying it may be to the optimists, who bought perhaps more in the spring than they care to be left with in a dull market.

Rubber will have its day again, as a matter of course, and the good companies are making fine profits still. A slight demand would see a quick rise in the raw material, though of this there is no noticeable indication at present. That the shares should have fallen so comparatively little is evidence of the confidence felt by their holders: the "Business of prices" may not be altogether valueless if it serves to point the occasionally forgotten moral that 10 per cent. yields imply more than a 50 per cent. appreciation in any investments.

Typhoon Signals.

The red signals, denoting a typhoon to the south-east of the colony, were tonight again lowered, and today they have been lowered for the third time, the last being on Wednesday, Sept. 3.

COMMERCIAL NEWS.

Manchester Goods.
Messrs. James F. Hutton and Co., Ltd., report (August 1) that there has not been any considerable change in values for some weeks now, the daily fluctuations showing an average of something like eightpenny spot cotton at Liverpool and c.13 spot cotton at New York. We find that in Manchester there is undoubtedly a marked increase in inquiry from the larger Eastern markets, but the amount of business done, although much in advance of the past few weeks is not what it should be. Prices for cloth are still at the highest, and it is this fact that puts a curb on general buying.

Dairen Export Trade with Europe.
In a normal year the export of Beans and Bean Oil to Europe from Dairen ought to have come almost to a close at this time of year. A demand for Manchurian Beans is still on the increase this year, but dearth of hold space coupled with the war risks on the European waters make it a matter of great difficulty to meet the pressing requirements. Recently the Danish motor ship *Australien* took away over 8,000 tons of Beans to Copenhagen, and another East Asiatic motor ship *Columbia* (from New York, with kerosene oil) is loading Beans at Dairen also consigned thereto.

Dairen Soap Factories.
Since the outbreak of war the demand for soap from Russia has been so great that the four Japanese soap factories at Dairen have been unable to meet all requirements in spite of the fact that they have greatly extended their producing capacities. The chief market supplied by the Dairen factories, beside the S.M. Railway zone, are Eastern Russia, Siberia, the Littoral, and Korea. The chief material used is beef fat obtained locally and from Newchwang, and large quantities have lately been imported from Tsingtao. Fatty acid is also used, as a by-product of bean oil, and some coconut oil is imported from the south seas. Castor oil is locally obtained from lime. The output is divided into three classes: "toilet," "laundry" and "household," the latter as a rule being made semi-transparent. The total daily output of the four factories is stated by a Dairen paper to be 3,000 bars laundry soap, and 5,000 cakes toilet soap, wholesale prices for which are 13 sen per bar of laundry and 80 sen per dozen for the toilet variety. The average retail price is about 15 per cent. dearer. These prices enable the Dairen manufacturers to compete with soap made in Japan, the demand for which is lessening in favour of the Dairen product.

Wheat in India.
A blue book on wheat (with coloured charts) published by the department of statistics, India, shows that India is the greatest wheat producer in the British Empire and also with the exception of Russia and the United States, the greatest wheat producing country in the world. Of the six chief producing countries—the United States of America; Canada, Russia, India, Australia and the Argentine, the harvests in the Argentine and Russia are the most precarious and, therefore, more uncertain than the Indian harvest. During the past decade the greatest total output of wheat in India was in 1914-15, although the yield per acre was highest in 1909-10. The smallest yield per acre was in 1907-08 which it will be remembered, was a year of scanty rainfall. The highest exports of wheat and wheat flour from India during the past decade were in 1912-13 when the value exported was \$12½ millions. The chief buyers of India's wheat are in ordinary years, the United Kingdom, Belgium and France. The highest imports of Indian wheat into the United Kingdom were in 1912. Indian wheat predominates as a rule in the English markets from July to September. More than three-fourths of the wheat shipped from British India passed through Karachi and the remainder through Calcutta and Bombay. Since the outbreak of war, i.e. from August 1914 to June, 1916, India has exported wheat to the value of \$3,844,500 of which \$7,891,100 has gone to the United Kingdom.

Commercial and Produce Markets.

London, August 1.—The Bank rate is unchanged at 6 per cent. The Open market rate for short loans is 4½ to 5 per cent., and discount for four months' Bank bills 5½ per cent. The Silver market has been rather firmer, and bars are now quoted at 30 9/16d. per oz. In the Rubber Share market business has slightly improved, the tone keeps very firm. The meeting has been held of the Java Investment, Loan and Agency, Ltd. In Office there is little passing, but late rates are maintained. Sugar has been in fair demand, and full prices were realized. Peppers remain firm, although quiet. Rice is steady with a fair business passing. Manila Hemp has ruled firm and dearer. Plantation Rubber has been rather firmer, Standard Crepe being now quoted 2s. 2½d. per lb. and Smoked Sheet 2s. 2d. per lb. Fine Hard Para is 2s. 10½d. per lb. Straits Tin is \$168 10s. to \$168 15s. for cash, \$169 5s. to \$169 10s. for three months' delivery.

Japan's Iron Imports.
Returns issued by the Department of Agriculture and Commerce indicate that, with the exception of rails, the import into Japan of iron of various kinds during the first-half of the present year showed an increased value of ¥57,000,000 as compared with the corresponding period of last year. Rails during the six months were valued at only ¥85,000, the figures showing a decrease of ¥391,000 as against the corresponding period of last year; but the import of steel, bar and sheet, increased by ¥18,741,000, pig-iron by ¥35,590,000, nails by ¥2,080,000, and iron tubes by ¥15,000. Bars and sheets were imported from Great Britain and the United States, while pig-iron and other kinds were imported from England, Sweden and China. The following table shows the details of the imports during the first-half of the year:—

Steel, bars and sheets...	Yen 26,216,000
Pig-iron...	5,833,000
Nails...	2,150,000
Iron...	1,277,000
Rails...	86,000

The Future of Indian Trade?
There is no earthly reason why, states Sir Roper Lethbridge, K. C. I. E., through *The Asiatic Review*, India and the United Kingdom should not unite in mutual Free Trade, while joining the Dominions in a system of close Imperial Preference, giving to our Allies and to friendly neutrals a favourable tariff, and treating our enemies and unfriendly neutrals exactly as they have treated us. India requires protection, for even to-day the business man is liable to see his business under-sold, and then bought out by a foreign protected competitor. Indian enterprise ought to be encouraged, and the German and Austria-Hungarian trade captured, with no fear of it being ruined afterwards by untaxed dumping. —India alone on its present production—or, at least, with that fair encouragement that would be afforded by a moderate preference could supply both itself and the United Kingdom with all requirements in the following food-stuffs and raw materials, and perhaps others:—Wheat, rice, maize, sugar, tea, coffee, cocoa, bananas, tobacco, raw cotton, raw jute, raw hemp, raw flax, oil-seeds and oil, oak, raw hides, and skins, lac, indigo and vegetable dyes, teak-wood, bamboo, wood-pulp, spices, manganese ore, (tangerine, monazite, mica. Before the war these valuable raw materials were generally bought by Germans, Austrians, and Hungarians—about 50 per cent. of the total export of raw hides and skins were taken for their leather industry—worked up in German factories, and then the finished products were dumped back on India or sent to England to under-sell our factories. The wealth of India in raw materials is incalculable, and these should be worked up in the country for her own needs and for export. But the vast market is in the hands of the Japanese, who at present are supplying everything from knitted goods to chemicals, and from glass ware to matches. India is being bled white for want of protective measures.

Specie Redemption Question at Mukden.

On the 17th inst., the representatives of the Chinese banks, the Chinese Guild, the Japanese Chamber of Commerce, and the Japanese applicants for specie conversion service, all of Mukden, met and agreed to the use of large dollars, large dollar notes, Japanese gold notes, Y. S. B. silver notes, Russian rouble notes, etc., in the conversion service. As regards the rates of exchange, the Dairen rates are to be gone by on condition that a premium of 40 sen silver be added to every S. X100 converted. The representatives of the parties concerned signed the agreement on the following day. The above took effect on the 21st of August says the *Manchuria Daily News*.

Tea.

Messrs. Wm. J. and Hy. Thompson's weekly tea circular (August 1) states:—The market has been hardly so good for sellers, and demand, though still fairly active, is not quite so general. Quality continues to decline, and this partly accounts for a lower range of quotations. Java—Offerings during the week, 5,032 packages, against 15,788 packages last year; total from Jan. 1 to date, 169,492 packages, against 141,686 packages last year. The offerings were a little larger than last week, and included 580 packages from Nyasaland. A fairly good demand prevailed for Broken, but prices were on a rather lower level. Leaf grades showed much irregularity, and in many cases were ½d. to 1d. cheaper. Among the highest averages were:—Tansar, 11d.; Windoe, 10½d.; Soemadra, 10½d.; Tjokel, 10½d.; Griawas, 10½d.; and Santos, 10½d. The average for the whole sale on garden account is 10d., compared with 11½d. a year ago. China—Arrival: Kaga Maru with 792 packages. Privately: The market continues quiet and business is limited to occasional contracts for immediate requirements.

Rubber.

Messrs. Sanderson and Co. report (August 1) that at the moment there is very little rubber available on the spot, and comparatively small purchases affect prices. Forward positions are firm. There is a consistent good inquiry for delivery over next year at prices working out equal to 2½d. landed terms. Importers, however, are not tempted. Loadings for week ending July 22 were 485 tons; deliveries, 776 tons; stock July, 7,222 tons; ditto 5,631 tons in 1915. At the meeting of the Ceylon Rubber Company the chairman suggested that a contribution of £100 to be used by the captain of H.M.S. *Malaya*, in his discretion, for the men of that ship, which was really "our ship," and but for this war would have already paid a visit to the Straits Settlements. He had written to the captain of H.M.S. *Malaya* as to whether such a donation would be order, and received a telegram in reply:—"Your letter just received; your generous suggestion would be quite in order; am writing." U.S. Consul Harry Campbell, detailed as Vice-Consul at Singapore, in a report on the rubber industry of the Malay Peninsula says:—Singapore, due to its excellent shipping facilities in close touch with the producing sections, has become the most important primary rubber market in the world. Many of the largest of the United States rubber manufacturing companies have buying agents at Singapore and have made large purchases for direct shipment to the United States. Shortly after the outbreak of war the exportation of rubber from British Colonies to the United States was prohibited, but this difficulty was soon remedied by allowing shipments to the United States under special permits from the export committee of the British Government in London. The war has developed some remarkable novelties in the way of use of rubber. Some time ago a company executed for the Government an order for 500 rubber sponges. They were to be used to protect the eyes and the face of motorists and others against gas. An experiment was made in the

centre into which was inserted a celluloid plate, to serve as a sort of goggles. It is reported that as a gas protection the device worked most satisfactorily. Other firms executed large orders for sponges to serve as breathing apparatus. Industries Under War Pressure. Only the people living in manufacturing districts can have any idea of the sensational developments in our workshops. In the *World's Work* William Leighton touches on some of our activities, and truly amazing are the facts he produces. From one spot in the North you can see the smoke of about 600 munition factories, one being on a site ten or twelve miles long by one mile broad. Wing after wing is being added, and by now 8,000 workers will be filling shells. At least 80 per cent. of the operatives are women and girls. Work is found for 60,000 people on another estate in another district. The boot manufacturing areas have expanded at the same rate. Russia alone placed an order for 9,000,000 pairs of army boots, worth £12,000,000. These are being turned out at the rate of 55,000 pairs per day. A considerable portion of the textile trade has been taken over by the Government; manufacturers must supply yarn for the making of drawers, the price being settled on the basis of detailed costs. There appears in the *English Review* an article, by Andre Labon, on similar lines, entitled "Industrial France since the War." French officials completely failed to estimate the number of shells required but fifteen months after the outbreak of war 110,000 women were at work. As a typical example of the initiative displayed and of the obstacles to be overcome, the following story is worth retelling:—The manager of a certain factory which had fallen into the hands of the Germans found himself alone in Paris without the support of a single one of his directors, all of whom were retained as hostages by the enemy, but in a Paris bank stood \$4,000 belonging to the company. There was no one to give him orders, no one of whom he could ask advice except one of the company's largest shareholders, who was living near him. This did not trouble him. Strong in the approval of the single shareholder he decided to use the \$4,000 in the construction of a shell factory. But with an eye to the future he fitted up this factory with machinery of a superior type to that strictly necessary for the immediate object in view, in order to utilize later these machines for production of goods which France needed before the war, and which are the normal complement of the ordinary work which this company produces. An intelligent, determined, and far-seeing man, this manager; nor is he the only one of his kind. France has set herself to produce daily twice the number of shells that Lloyd George can turn out. Her increase of shells is from 1 to 25.7; her increase of heavy guns is from 1 to 54.5. The writer concludes by saying it would be foolish not to utilise this new industrial France to re-establish as quickly as may be the former standard of comfort. "Can Germany Dump?" is the question which James Armstrong deals with in his usual vigorous manner in the *World's Work*. It is asserted that Germany possesses merchandise worth \$300,000,000, produced for very little as a side line, which is to be dumped upon the world's markets regardless of cost. Last winter the shell crisis passed, and her surplus men and machinery were turned over to their respective trades to pile up reserves of fuel for commerce. Germany is completing her largest electrical contract. After reading what Mr. Armstrong has to say about the activities of her shipping agents, there will be no doubt as to how it was obtained. German merchants are accumulating stocks of dye-stuffs, textiles, electrical plant, and heavy goods. Will patriotism be able to withstand the test of cheapness when the pocket again becomes the determining factor? The only way to combat Germany is to meet her on equal terms to flood the neutral markets also; to fight her with her own weapons.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	b.	\$745
Cantons	sa.	\$403
North China	n.	135
Unions	n.	\$920
Yangtzes	b. ex 78	\$260
FIRE INSURANCES.		
China Fires	b.	\$154
H. K. Fires	sa.	\$385
SHIPPING.		
Douglases	sa.	\$136 & 135
Steamboats	b.	\$22
Indos (Def.)	sa.	\$128
Indos (Pref.)	b.	\$16
Shells	sa.	\$109½
Ferries	sa.	\$27½
REFINERIES.		
Sugars	b.	\$110½
Malabons	sa. & s.	\$38
MINING.		
Kailans	sa.	33½
Langkats	sa.	26½
Raubas	n.	\$2.50
Tronohs	n.	30½
Urals	n.	34½

DOCKS, WHARVES, GODOWNS, & C.		
H. K. Wharves	n.	\$85
Kowloon Docks	b.	\$131
Shai Docks	n.	74
H'kew Wharves	n.	84½
LANDS, HOTELS AND BUILDINGS.		
Centrals	b.	\$99
H. K. Hotels	n.	\$115
Land Invest.	n.	\$100
H'phreys Est.	b.	\$6.75
K'loon Lands	n.	\$38
Shai Lands	n.	\$29½
West Points	n.	\$88

COTTON MILLS.		
Ewos	sa.	150
Kung Yiks	b. & sa. t.	14½
Shai Cottons	b.	99
Yangtzeops	b.	5.10
MISCELLANEOUS.		
Borneos	n.	\$8½
China Light & P. b.	sa.	\$4.75
Providents	n.	\$9.00
Dairy Farms	sa.	\$41
Green Islands	sa.	\$9.70
H. K. Electric	b.	\$52
H. K. Ice Co.	n.	\$160
Ropes	sa.	\$34
Trams, Low Level b. & sa.	75.50	
Trams, Peak, old b.	39½	
Trams, Peak, new b. cents	80	
Laundries	b.	\$3.60
U. Waterboats	sa.	\$17.00
Watsons	b.	\$6.75
Wm. Powells	b.	\$6.85
Morning Posts	b.	\$29

EXCHANGE.		
SELLING.		
T/T	2/1 1/4	
Demand	2/1 9/16	
30 d/a	2/1 1/4	
60 d/a	2/1 3/4	
4 m/s	2/1 13/16	
T/T Shanghai	71	
T/T Singapore	9 1/2	
T/T Japan	per	
T/T India	158 1/4	
Demand, India	158 1/4	
T/T San Francisco	50 1/4	
co & New York	122 3/4	
T/T Java	298 1/2	
T/T Marks	298 1/2	
T/T France	298 1/2	
Demand, Paris	299	
BUYING.		
4 m/s. L/C	2/2 5/16	
4 m/s. D/P	2/2 7/16	
6 m/s. L/C	2/2 9/16	
30 d/a. Sydney & Melbourne	2/2 9/16	
30 d/a. San Francisco & New York	51 3/4	
4 m/s. Marks	Nom.	
4 m/s. France	310 1/4	
6 m/s. France	315 1/2	
Demand, Germany	50 1/2	
Demand, New York	50 1/2	
T/T Bombay	158 1/4	
Demand, Bombay	158 1/4	
T/T Calcutta	158 1/4	
Demand, Calcutta	158 1/4	
Demand, Manila	100 1/4	
Demand, Singapore	90 1/2	
On Haiphong	37 1/2 prem.	
On Saigon	31 1/2 prem.	
On Bangkok	72 1/2	
Sovereign	9.30	
Gold Leaf, per oz.	53.60	
Bar Silver, per oz.	35 1/4	

CORRECTED TO MON TUESDAY SEPTEMBER 5, 1916.
BENJAMIN & POTTS.
Share and General Brokers.
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.		
T/T	2/1 1/4	
Demand	2/1 9/16	
30 d/a	2/1 1/4	
60 d/a	2/1 3/4	
4 m/s	2/1 13/16	
T/T Shanghai	71	
T/T Singapore	9 1/2	
T/T Japan	per	
T/T India	158 1/4	
Demand, India	158 1/4	
T/T San Francisco	50 1/4	
co & New York	122 3/4	
T/T Java	298 1/2	
T/T Marks	298 1/2	
T/T France	298 1/2	
Demand, Paris	299	

BUYING.		
4 m/s. L/C	2/2 5/16	
4 m/s. D/P	2/2 7/16	
6 m/s. L/C	2/2 9/16	
30 d/a. Sydney & Melbourne	2/2 9/16	
30 d/a. San Francisco & New York	51 3/4	
4 m/s. Marks	Nom.	
4 m/s. France	310 1/4	
6 m/s. France	315 1/2	
Demand, Germany	50 1/2	
Demand, New York	50 1/2	
T/T Bombay	158 1/4	
Demand, Bombay	158 1/4	
T/T Calcutta	158 1/4	
Demand, Calcutta	158 1/4	
Demand, Manila	100 1/4	
Demand, Singapore	90 1/2	
On Haiphong	37 1/2 prem.	
On Saigon	31 1/2 prem.	
On Bangkok	72 1/2	
Sovereign	9.30	
Gold Leaf, per oz.	53.60	
Bar Silver, per oz.	35 1/4	

SUBSIDIARY COINS.

DISCOUNT PER \$100.		
Chinese	20 cts. pieces	12 1/4 dis.
Chinese	10	12 1/4 dis.
Hongkong	20 cts. pieces	1 1/4 prem.
Hongkong	10	1 1/4 prem.

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

NOTICES.

PEAK TRAMWAY CO LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 AM to 10.00 AM. Every 15 MIN.

10.00 AM to 12.00 NOON. Every 15 MIN.

12.00 NOON to 2.00 PM. Every 15 MIN.

2.00 PM to 4.00 PM. Every 15 MIN.

4.00 PM to 6.00 PM. Every 15 MIN.

6.00 PM to 7.00 PM. Every 15 MIN.

7.00 PM to 8.00 PM. Every 15 MIN.

8.00 PM to 9.00 PM. Every 15 MIN.

9.00 PM to 10.00 PM. Every 15 MIN.

10.00 PM to 11.00 PM. Every 15 MIN.

11.00 PM to 12.00 AM. Every 15 MIN.

12.00 AM to 1.00 AM. Every 15 MIN.

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2.00 AM to 3.00 AM. Every 15 MIN.

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9.00 PM to 10.00 PM. Every 15 MIN.

10.00 PM to 11.00 PM. Every

